PUBLIC WORKS APPROPRIATIONS FOR 1958

HEARINGS

BEFORE THE

SUBCOMMITTEE OF THE COMMITTEE ON APPROPRIATIONS HOUSE OF REPRESENTATIVES

EIGHTY-FIFTH CONGRESS

FIRST SESSION

SUBCOMMITTEE ON PUBLIC WORKS APPROPRIATIONS

CLARENCE CANNON, Missouri, *Chairman*

LOUIS C. RABAUT, Michigan
MICHAEL J. KIRWAN, Ohio
JOHN E. FOGARTY, Rhode Island
JOHN J. RILEY, South Carolina
JOE L. EVINS, Tennessee
EDWARD P. BOLAND, Massachusetts
DON MAGNUSON, Washington
BEN F. JENSEN, Iowa
H. CARL ANDERSEN, Minnesota
JOHN TABER, New York
IVOR D. FENTON, Pennsylvania
HAMER H. BUDGE, Idaho

CARSON CULP, *Staff Assistant to the Subcommittee*

Testimony of Members of Congress, Interested Organizations, and Individuals (Part 2)

Printed for the use of the Committee on Appropriations

UNITED STATES
GOVERNMENT PRINTING OFFICE
92523 WASHINGTON : 1957

COMMITTEE ON APPROPRIATIONS

CLARENCE CANNON, Missouri, *Chairman*

GEORGE H. MAHON, Texas
HARRY R. SHEPPARD, California
ALBERT THOMAS, Texas
MICHAEL J. KIRWAN, Ohio
W. F. NORRELL, Arkansas
JAMIE L. WHITTEN, Mississippi
GEORGE W. ANDREWS, Alabama
JOHN J. ROONEY, New York
J. VAUGHAN GARY, Virginia
JOHN E. FOGARTY, Rhode Island
ROBERT L. F. SIKES, Florida
PRINCE H. PRESTON, Georgia
OTTO E. PASSMAN, Louisiana
LOUIS C. RABAUT, Michigan
SIDNEY R. YATES, Illinois
FRED MARSHALL, Minnesota
JOHN J. RILEY, South Carolina
ALFRED D. SIEMINSKI, New Jersey
JOE L. EVINS, Tennessee
HENDERSON LANHAM, Georgia
JOHN F. SHELLEY, California
EDWARD P. BOLAND, Massachusetts
DON MAGNUSON, Washington
WILLIAM H. NATCHER, Kentucky
DANIEL J. FLOOD, Pennsylvania
WINFIELD K. DENTON, Indiana
TOM STEED, Oklahoma
HUGH Q. ALEXANDER, North Carolina
JAMES B. BOWLER, Illinois

JOHN TABER, New York
RICHARD B. WIGGLESWORTH, Massachusetts
BEN F. JENSEN, Iowa
H. CARL ANDERSEN, Minnesota
WALT HORAN, Washington
GORDON CANFIELD, New Jersey
IVOR D. FENTON, Pennsylvania
ERRETT P. SCRIVNER, Kansas
FREDERIC R. COUDERT, JR., New York
CLIFF CLEVENGER, Ohio
EARL WILSON, Indiana
BENJAMIN F. JAMES, Pennsylvania
GERALD R. FORD, JR., Michigan
EDWARD T. MILLER, Maryland
CHARLES W. VURSELL, Illinois
HAROLD C. OSTERTAG, New York
FRANK T. BOW, Ohio
HAMER H. BUDGE, Idaho
CHARLES RAPER JONAS, North Carolina
MELVIN R. LAIRD, Wisconsin

KENNETH SPRANKLE, *Clerk and Staff Director*

DEPOSITED BY THE
UNITED STATES OF AMERICA

PUBLIC WORKS APPROPRIATIONS FOR 1958

TUESDAY, MAY 16, 1957.

McGEE BEND DAM, TEX.

Mr. CANNON. The committee will be in order. The committee is in receipt of statements from Representatives Jack Brooks, T. A. Thompson, and Edwin E. Willis of Texas relative to the McGee Bend Dam, which, without objection, will be inserted in the record at this point.

(The statements are as follows:)

STATEMENT OF REPRESENTATIVE JACK BROOKS

Thank you gentlemen for the opportunity of making this statement about McGee Bend Dam in east Texas. Very briefly I'd like to review the history of the project.

McGee Bend Dam is an integral part of a two-dam project authorized by Congress in 1945 to be constructed on the Angelina and Neches Rivers. Dam B, a reregulating dam, was completed in 1951 and planning was largely completed on the multipurpose dam scheduled for construction at McGee Bend. In 1955 Congress appropriated $1.5 million to begin actual construction on McGee Bend Dam. In 1956 an additional $4 million was included in the President's budget and was approved by Congress. The $3 million budgeted for fiscal 1958 is part of appropriations already approved and is not a request for new funds.

We are faced with a critical water shortage in southeast Texas. I feel sure the committee is familiar with the substantial contribution this area makes to defense and essential civilian petro-chemical production of our country. Jefferson County industries are producing 11 million barrels of petroleum products annually for the armed services. But without a guaranteed year-round supply of fresh water our industries cannot guarantee production either at the present level or under an emergency program calling for increased output. Last fall our industries were faced with a 60-percent cutback in production because of the lack of fresh water.

Last December a number of southeast Texas industry officials came to Washington and talked with Army Secretary Brucker and Mr. Merriam of the Bureau of the Budget. Mr. John Newton, vice president of Socony-Vacuum, presented these facts concerning the urgency of completing McGee Bend Dam at the earliest feasible time:

"This area represents one of the most concentrated refining and petro-chemical regions in the United States and a cutback in water would seriously affect the Nation's industrial economy.

"A small, 20-mile area in the middle of Jefferson County contains more than 10 percent of the United States oil-refining capacity, and also represents a vast segment of the rapidly growing petrochemical industry.

"The total crude refining capacity represented by these plants is 850,000 barrels daily.

"There has been a water shortage in this area every year since 1951. In 1956 the dam B reservoir was exhausted by September 1. A severe drought threatens to necessitate cutbacks in water supplied to industries from their only fresh-water source, the lower Neches Valley Authority canal (no underground water is available in this region).

"We are facing an alarming water shortage that could be alleviated by completion of the McGee Bend Dam project—and industrial and agricultural interests and private citizens alike urge a vast step-up in construction activities on McGee Bend Dam.

"We in industry strongly urge that construction on the McGee Bend Dam be hastened to alleviate one of the Nation's most critical water crises."

Gentlemen, this is the essence of our problem. We have an excellent project which has been authorized by Congress, partially completed by the United States Engineers, and $5.5 million has been appropriated to complete the overall project. Local interests have already paid $2 million toward completion of the 2-dam system and are pledged to pay an additional $13 million. The Southwestern Power Administration has already received two bids for the electric power to be generated at McGee Bend Dam—both of which will more than pay for the incremental cost of including power in the dam.

Time is our problem in completing this vital project as scheduled by the Corps of Engineers and favorably reviewed by this committee. I would respectfully request that the committee consider every possibility of expediting the continued orderly and economical construction of McGee Bend Dam.

STATEMENT OF REPRESENTATIVE T. A. THOMPSON

Gentlemen, I am very pleased to join with my able colleagues Congressman Brooks and Congressman Willis to urge the completion of McGee Bend Dam at the earliest possible time. My district is immediately adjacent to the area Mr. Brooks represents, and McGee Bend Dam is important to all our people back home.

As a matter of fact, several REA representatives from my district have been before this committee in the past 2 years to emphasize the need for McGee Bend Dam because of the substantial additional amounts of electric power it will make available to our area. Installed power capacity of the plant will generate 45,000 kilowatts providing 115 million average kilowatt-hours per year. The United States engineers have put a value of $804,000 on this power, and the Southwestern Power Administration has already received a firm bid of $804,000 from the Tex-La Electric Cooperatives. I believe this bid is indicative of the genuine need for the power and other benefits McGee Bend Dam will offer.

According to the continuing and thorough evaluations made by the United States engineers, $139 in benefits will be forthcoming for every $100 invested in McGee Bend Dam. These benefits will accrue not only from electric power but also include flood control and fresh-water conservation for supply to industry, agriculture, and municipalites, aid to navigation, and reduction of pollution.

Although the southwest Louisiana-southeast Texas area is generally considered to be blessed by a heavy annual rainfall, actually the annual rainfall varies considerably. However, demands of expanding industrial and domestic use are constantly increasing and of course we can't just stop using water when our rivers aren't full. Essential defense plants would have to restrict their production if an emergency demanded additional amounts of the petrochemical products they furnish the Nation. It is just commonsense to conserve the fresh-water resources of this area, especially in the case of McGee Bend Dam, because this dam site is the only desirable and feasible site for a multipurpose project in the entire area.

As our petrochemical industries are particularly heavy water users, our agricultural economy is also dependent on a substantial and steady supply of fresh water. Ours is an important ricegrowing area. As you know there are only a few places in the United States where the soil and climate are suitable for rice production and parts of the gulf coast land of Louisiana and Texas offer ideal conditions for this crop. Our immediate need for a guaranteed year-round supply of fresh water in this area which supports both heavy petrochemical industry and a substantial portion of our Nation's rice production brings into sharp focus the need to complete the authorized two-dam system on the Angelina and Neches Rivers.

I feel sure that the committee will continue to recognize the unquestioned merits and economic feasibility of the McGee Bend Dam project and I would urge the committee to utilize every opportunity to ascertain from the United States engineers how rapidly orderly construction can be continued toward completion of this project, and to recommend appropriate funds so that the dam might be in operation at the earliest practicable date. Thank you.

STATEMENT OF CONGRESSMAN EDWIN E. WILLIS

I'm very happy to present this statement, along with statements from my colleagues the Honorable Jack Brooks and the Honorable T. A. Thompson, in support of the early completion of McGee Bend Dam. This project is of vital importance to all of us and the overwhelming majority of people in southwest Louisiana and southeast Texas are anxious to see the entire project in full operation as soon as possible.

As you gentlemen of the committee know, McGee Bend Dam is the second and major phase of construction on the 2-dam system authori zed by Congress to preserve the fresh-water resources of the Angelina and Neches Rivers, to provide adequate flood-control protection and to make available to our 2-State area additional electric power, to mention a few of the substantial benefits the system will provide.

This committee has already approved $5.5 million toward completion of this important construction in 1955 and 1956, however, funds included in the President's budget estimates for fiscal year 1958 are part of money already appropriated by Congress and do not represent a request for additional funds to continue the orderly construction on McGee Bend Dam.

I believe all of us are agreed that the early completion of McGee Bend Dam and the 2-dam system is of great importance to the economy and well-being of our country. During the Korean emergency, the Corps of Engineers listed McGee Bend Dam as 1 of 9 most necessary projects for the Nation's defense and essential civilian economy. The importance of McGee Bend Dam and the petrochemical industries it would furnish a guaranteed supply of fresh water have measurably increased in importance since that time.

During the 84th Congress a delegation from Louisiana representing our REA co-ops testified before your committee. Joining with REA officials from Texas, they pointed out that the proposed site for McGee Bend Dam was the only one in Louisiana and east Texas which was topographically suited for the generation of hydroelectric power. Consumer demands for electric power in our part of the country double every 7 years, I understand, and we need this additional power source to be in operation as soon as possible.

The Southwestern Power Administration has received a firm offer to purchase all the power generated at McGee Bend Dam from the Tex-La Electric Cooperative. The cooperative's bid was for $804,000, which is the value set on the power by the Corps of Engineers.

Thousands of rural electric consumers are counting on McGee Bend Dam to furnish the additional power needed for the continued growth and development of southwest Louisiana and east Texas and I feel certain the committee wants to continue its favorable consideration of the completion of McGee Bend Dam at the earliest practicable time.

I hope the committee will have an opportunity to expedite the construction of this project so that the dam might be in operation as initially scheduled by the Corps of Engineers when construction funds were first made available in 1955. Thank you very much.

THURSDAY, MAY 16, 1957.

RED RIVER BASIN (TEXAS)

WITNESSES

HON. WRIGHT PATMAN, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF TEXAS
CLIF A. FAIRBANKS, PRESIDENT, RED RIVER VALLEY ASSOCIATION, SHREVEPORT, LA.
W. MARVIN WATSON, PRESIDENT, NORTHEAST TEXAS MUNICIPAL WATER DISTRICT, DAINGERFIELD, TEX.
J. M. TILSON, MEMBER, NORTHEAST TEXAS WATER DISTRICT, ORE CITY, TEX.
M. K. KNIGHT, MEMBER, NORTHEAST TEXAS MUNICIPAL DISTRITT, JEFFERSON, TEX.
HON. JOE TAYLOR, JR., JUDGE, MORRIS COUNTY COMMISSIONERS COURT, DAINGERFIELD, TEX.
JACK PONDER, DAINGERFIELD, TEX.
QUENTIN MILLER, PRESIDENT, SULPHUR RIVER MUNICIPAL WATER DISTRICT, SULPHUR SPRINGS, TEX.
E. L. ASHCROFT, MEMBER, SULPHUR RIVER MUNICIPAL WATER DISTRICT, SULPHUR SPRINGS, TEX.
HOWARD HICKS, MEMBER, SULPHUR RIVER MUNICIPAL WATER DISTRICT, SULPHUR SPRINGS, TEX.
BRENT TARTER, VICE PRESIDENT, SULPHUR RIVER MUNICIPAL WATER DISTRICT, COMMERCE, TEX.
GROVER PICKERING, PRESIDENT, LAMAR LEVEE IMPROVEMENT DISTRICT NO. 1, PARIS, TEX.
O. L. BRIDGES, SECRETARY, SULPHUR RIVER MUNICIPAL WATER DISTRICT, COOPER, TEX.
M. B. MESSLER, CITY MANAGER, CITY OF COMMERCE, TEX.
JAMES R. GILL, CITY OF PARIS, TEX.
HON. HENRY BRASWELL, JUDGE, LAMAR COUNTY COMMISSIONERS COURT, PARIS, TEX.
WALTER W. BASSANO, PUBLISHER, THE PARIS NEWS, PARIS, TEX.
HON. ED BONHAM, MAYOR, CLARKSVILLE, TEX.

Mr. CANNON. We will take up at this time the Red River Basin.

I will recognize our colleague, Congressman Patman of Texas.

Mr. PATMAN. This involves the Red River Valley north of Shreveport and the district represented by our good friend Overton Brooks. It involves the Cooper Dam and Reservoir, which is a part of the Sulphur River and Red River Basin. It involves the Ferrells Bridge Dam and Reservoir, and then some small projects.

These involve three congressional districts. They involve the district that I have the honor to represent; they involve the district of Speaker Sam Rayburn and they involve the district of Congressman Beckworth—the two that I named. Also, near Mount Pleasant there is the Cypress Creek Dam and Reservoir, the White Oak Creek Dam and Reservoir at Mount Vernon, the Pat Mayse Dam and Reservoir north of Paris, and then the projects on Collier Creek and the Big Pine Creek north of Clarksville. They will come under the Corps of Engineers.

First, Mr. Chairman, without taking up your time—and I know how busy you are—we appreciate the opportunity of appearing before you.

I would like first to present Mr. Clif A. Fairbanks, president of the Red River Valley Association, Shreveport, La.

Mr. FAIRBANKS. Mr. Chairman, as the Congressman has told you, I am president of the Red River Valley Association which takes in the States of Louisiana, Texas, Oklahoma, and Arkansas.

The Red River Basin itself involves about 90,000 square miles, and in the interest of time, I am going to file my brief. Most of the things that I have to say will be repeated later on.

Mr. CANNON. The statement will be included in the record at this point.

(The statement referred to is as follows:)

STATEMENT OF CLIF A. FAIRBANKS, PRESIDENT RED RIVER VALLEY ASSOCIATION, SHREVEPORT, LA.

Mr. Chairman, The Red River Valley, in the States of Arkansas, Louisiana, Oklahoma, and Texas, has a vital stake in the appropriation bill we are considering here today for appropriations during the fiscal year 1958, covering flood control, navigation, drainage, and related water uses in the Red River Basin.

In appearing here before your committee today, we have representatives from all sections of the Red River Basin, who in turn represent their people in a 90,000-square-mile area, and it is our hope that we can present to you facts that will merit your attention, and be of benefit to you in your approval of appropriations to carry on in an orderly manner a program of flood control, navigation, bank stabilization within the Red River Basin.

In submitting our recommendations to this committee, we are very conscious, as are all taxpayers, that many calls are made upon our Federal Government for appropriations for the preservation of our economic stability and the many other activities in which our Government is engaged. We are of the definite opinion that the program for developing the great river basins of the United States is one of paramount importance and our Government is pursuing a sound policy in developing these basins, which in turn, I think, will provide our greatest insurance for the preservation of our economic future and the strength of our country.

For the past few years, appropriations for the national projects as a whole, have steadily increased in total. This, I think, has been brought about by concentrated effort of the majority of the House and Senate in recognizing that this program constitutes one of the greatest domestic needs in our country today.

It should be apparent to you, as it is to me, that the Nation's economy, its ability to produce food, fiber, and the production of our natural resources into consumer goods, which, in turn, produces the tax dollar, should be our basic concern, and its protection and stimulus should be our first concern if we are to remain in the leadership of the world.

In the Red River Basin Today, we are experiencing again, a flood, which at this very moment is reaching the lower reaches of the Red River in the central part of Louisiana. The flood we are experiencing, although not as large as the record flood of 1945, is, however, of such magnitude that, unquestionably, it will amount to many millions of dollars in crops, livestock, and property losses. The damages can only be ascertained when the flood is over and a survey of the damages can be made.

Following the flood of 1945, the Congress authorized in 1946, six reservoirs on the tributaries to Red River for flood control on the main stem. This reservoir program was complemented by a system of levees and bank stabilization and our people held high hopes that these works could be expedited into construction before the reoccurrence of such a flood would be felt again.

In the 11½ years since the authorization of these works, only one of these reservoirs, namely, the Texarkana Reservoir, on Sulphur River, in the State of Texas, has been completed. Ferrells Bridge, on Cypress River, in the State of Texas, is under construction and is not due to be completed until midyear 1958. This leaves, then, four of the reservoirs, authorized by Congress in 1946, in a status where not even final design or planning of these reservoirs has been initiated.

The levee portion of the project, which deals with approximately 153 miles on the left descending bank and 240 miles on the right descending bank, or a total of 393 miles in all, is only 83 percent complete and only 43 percent of the bank protection works are complete. The overall program is approximately 58 percent complete, and according to present estimates and schedules, the levee and bank stabilization portion of this program is scheduled for completion during the 1963 fiscal year.

During the fiscal year of 1957, only 8,800 feet of the bank revetment was accomplished at a cost of $550,000. This brings then to a total estimated expenditure for levee and bank stabilization since 1946, $6,314,400, as compared to the total estimated cost of levee and bank protection works of $9,530,000.

In analyzing both the reservoir program and the levee and bank protection program we feel that if this program is not expedited and more adequate funds made available for the earlier completion of these projects, then under the present schedule, it will be about 20 years before the protection that was authorized by the Congress for the Red River Basin in 1946, will be a reality.

It is inconceivable to us that 20 to 25 years is necessary to construct these flood control projects which mean so much to the economy and the lives and property of our people.

We urge this committee to take note of this situation and we urge the Corps of Engineers, in their planning for this year and certainly in their estimates for funds for the next fiscal year, to expedite this program before the next flood descends upon us.

APPROPRIATION REQUESTS

In taking up our appropriation requests, you will note that our overall requests for planning, design, and construction for 12 projects within the Red River Basin total $6,057,400, or $2 million more than the Bureau of the Budget recommended for fiscal year 1958.

It is our firm belief and considered judgment that every dollar in our appropriation requests can be economically and effectively used and represents the bare minimum in appropriations needed to carry on the program for the Red River Basin.

FERRELS BRIDGE DAM AND RESERVOIR

The Ferrells Bridge Dam and Reservoir, on Cypress River, in the State of Texas, is 1 of the 6 key reservoirs for the overall program for flood control on Red River and tributaries. The sum of $3,294,000 is requested, which will enable the Corps of Engineers to complete this project during midsummer 1958. We especially urge your approval of this request so that this project can be completed and its flood control benefits received as soon as possible.

BANK STABILIZATION

The next item of priority in the construction funds, certainly, is the ever-increasing problem of stabilizing the banks of Red River and preserving the river alinement.

You will recall, some 6 years ago, Congress failed tp provide any funds for the program of bank stabilization and levees on Red River. Five years ago, a small amount of $260,000 was appropriated; more recently, the sums of $560,000 and $525,000 were appropriated. Last year, the sum of $575,000 was appropriated.

These sums of money enable us to meet only the most vital and dire emergency conditions and provide no leeway or allowance for an orderly program of anticipated trouble spots that eventually develop into serious conditions if not corrected in time.

It is our judgment, that with the use of additional funds, the cost of holding the alinement of the river would be far less costly, and would have saved thousands of acres of our finest productive land, and costly relocation of highways, bridges, railroads, and other utilities.

In the flood we are now experiencing, 3 emergency levee setbacks have already been made, and it is apparent that the river will endanger our levee system at approximately 7 other points. The river has cut through in one area, shortening itself by some 5 miles, which, undoubtedly, will necessitate additional bank stabilization works below the cutoff and will require extension of bank stabilization works in areas below the cutoff that have already been put into place.

We believe that a minimum appropriation of $1 million for the fiscal year 1958 is needed to meet the emergencies created by the present flood and to systematically continue the program of bank stabilization on Red River.

COOPER DAM AND RESERVOIR

The next item of priority in construction is the initiation of the upstream channel and levee improvements of the Cooper Dam and Reservoir on Sulphur River, in the State of Texas. With this year's budget recommendation of $275,000 for final planning and design of the reservoir, together with $125,000 appropriated last year, we believe that the sum of $300,000 will provide sufficient construction funds so that the upstream channel and levee improvements can be completed in advance of the construction of the dam itself, which is scheduled for next year. We urge this committee's approval of both the continued planning funds and the appropriation of $300,000 for construction funds for this project.

OVERTON-RED RIVER WATERWAY

The next item of priority, and certainly, priority No. 1 in planning funds, is our request for $300,000 definite project planning funds for the Overton-Red River waterway. These funds are needed to continue the orderly planning that is essential to bring this project to the construction stage.

Last year, Congressman George S. Long, Eighth District, State of Louisiana, opposed a budget recommendation of $300,000 for this project on the basis that he questioned the estimates of costs and the estimates of benefits that currently, at that time, were available.

In a public meeting, in Shreveport, La., on April 2, 1956, Congressman Long appeared before the 31st annual convention of our association and stated that he was not opposed to the project, but he felt that, as a Member of Congress, he was entitled to know and be supplied with an up-to-date report of the costs and benefits of the project.

In last year's appropriations, the sum of $150,000 was finally appropriated, which enabled the Corps of Engineers to complete and bring up to date their cost-benefit study on this vital project.

On April 23, of this year, Maj. Gen. E. C. Itschner, Chief of Army Engineers, announced to the 32d annual convention of our association, in Shreveport, La., that the Corps of Engineers had completed its review of this project and we quote the following from his address:

"The Red River Valley Association has had a long uphill fight. You have come far, but a good stretch of the road still lies before you.

Today, as Senator Kerr pointed out in a recent newspaper article, the Arkansas and the Red Rivers are the only major tributaries of the Mississippi to be made navigable. There have been formidable difficulties in each case. But a comprehensive plan is underway in the Arkansas Basin, and this summer we will break ground for Dardanelle Dam, the first navigation structure on that stream.

That will leave only the Red River. And I am happy to tell you that the review study of the Overton-Red River Waterway from Shreveport to the Mississippi River is finished and shows a favorable ratio of benefits to costs. This study was made by General Hardin and Colonel Lewis and their staffs, assisted by members of the staff of the Board of Engineers for Rivers and Harbors.

It shows that the cost of the project will be about $118 million, of which the share to be borne by local interests is $21 million. The benefits are estimated at $6¼ million a year. Small benefits are attributed to drainage and to the Ouachita River navigation project, but the great bulk of them—more than $6 million a year—are expected to consist of savings in transportation of more than 2 million tons of prospective commerce a year. The benefits of the project are estimated at $1.08 for every dollar of annual charge—a small but definitely favorable margin.

Advance planning can begin whenever money is appropriated and appropriate assurance is provided that local requirements will be met. * * *

The result of the Corps of Engineers' study, in our opinion, leaves no further room for debate or question as to the economics of this project. I do not believe any navigation project in the whole United States has been more closely scrutinized, more exhaustively investigated than this project and still, even though the benefits have been considered in the light of ultraconservatism, they show the benefit-cost ratio to be without question.

There is no Federal project in the country today, and certainly in the Southwest portion of our country, that is more essential in creating greater possibilities for the full economic development of our area, than the Overton-Red River Waterway. It is a must for our section of the country, just as the St. Lawrence seaway is for the Middle West and the East, if our country is to remain strong.

Gentlemen, summing up my appeal to the committee for funds for the continued, orderly construction and planning program for projects in the Red River Basin I urge you to favorably consider our recommendations for both construction and planning funds as submitted and recommended to you for fiscal year 1958.

May I express our thanks to the committee and to the Members of Congress for your understanding of our problems, for appropriations of the past, and the appropriations of the future that will hasten the day in providing the full use of one of the Nation's greatest resources—the Red River Valley of the South.

Subcommittee on Appropriations for Public Works of the United States House of Representatives Appropriation Committee:

Mr. Chairman, witnesses from the Red River Basin, in the States of Arkansas, Louisiana, Oklahoma, and Texas, respectfully submit the following recommendations for the committee's consideration in appropriating funds for construction, planning, survey, and definite project reports for the orderly and continued program for the Red River Basin.

Project	1958 fiscal year budget recommendations	Red River witnesses' requests and recommendations for fiscal year 1958
CONSTRUCTION		
Ferrells Bridge Dam and Reservoir (Cypress Creek, Tex.), authorized 1946	$3,294,000	$3,294,000
Cooper Dam and Reservoir (Sulphur River, Tex.), authorized 1955	0	300,000
Maniece Bayou, Ark., authorized 1955	146,000	146,000
Denison Dam and Lake Texoma, Tex.-Okla., maintenance and capital recreation area improvements, authorized 1938	0	250,000
Walnut Bayou, Ark	0	200,000
Barkman Creek-McKinney Bayou, Tex.-Ark., authorized 1955	0	200,000
Bank stabilization and levees below Denison Dam (Arkansas, Louisiana, Oklahoma, Texas), authorized 1946	300,000	1,000,000
Subtotal	3,740,000	5,390,000
PLANNING, SURVEY, AND DEFINITE PROJECT REPORTS		
Cooper Dam and Reservoir (Sulphur River, Tex.), authorized 1955	275,000	275,000
Hugo Dam and Reservoir (review study) (Kiamichi River, Okla.), authorized 1946	25,000	25,000
Boswell Dam and Reservoir (Boggy River, Okla.) authorized 1946	0	50,000
Review report for bank stabilization below Denison Dam (Arkansas, Louisiana, Texas, Oklahoma), Senate Public Works Committee, Oct. 10, 1951	17,400	17,400
Overton-Red River Waterway (Louisiana), authorized 1946	0	300,000
Subtotal	317,400	667,400
Total recommendations for fiscal year 1958 construction and planning funds	4,057,400	6,057,400
Total increase of requests above 1958 budget recommendations		2,000,000

Submitted by:

RED RIVER VALLEY ASSOCIATION,
Shreveport, La.

Mr. PATMAN. Of course, we are endorsing the $1 million bank-stabilization program on the Red River and the $3,294,000 for the Ferrells Bridge Dam and Reservoir, and the $275,000 planning money for the Cooper Dam and Reservoir, and we are asking for $300,000 construction money for the Cooper Dam and Reservoir.

In addition to that, we are endorsing the $300,000 for planning money for the Overton Canal between Shreveport and New Orleans.

Next we have Mr. Marvin Watson, president, Northeast Texas Municipal Water District, Daingerfield, Tex.

STATEMENT OF W. MARVIN WATSON

Mr. WATSON. First, I would like to thank the committee for their past actions in making appropriations available. In the committee's wisdom we trust you will find it possible to make the appropriations as recommended by the Bureau of the Budget of about $3,294,000.

I have a statement that I would like to file.

Mr. CANNON. Without objection, it will be inserted in the record at this point.

(The statement referred to is as follows:)

NORTHEAST TEXAS MUNICIPAL WATER DISTRICT,
Daingerfield, Tex., May 16, 1957.

CIVIL FUNCTIONS, DEPARTMENT OF THE ARMY APPROPRIATIONS,
Subcommittee of the Committee on Appropriations,
House of Representatives.

During the present fiscal year, there has been much progress made toward the completion of construction on Ferrells Bridge Dam and Reservoir. This reservoir will be located on Cypress Creek, some 8 air-miles west of Jefferson, in Marion County, Tex.

As stated to this committee on previous occasions, this organization has contracted with the Federal Government to purchase some 251,100 acre-feet of storage with Ferrells Bridge Reservoir. This water supply will be of utmost benefit to our municipalities, and to present and possible future industrial plants that will be located within the Cypress watershed.

We know that this reservoir is justified by flood control alone. It is our opinion that if this reservoir could have been completed prior to the rains that fell in east Texas within the past 6 weeks, then our many friends in the State of Louisiana would have been saved from all of the suffering and loss of property involved in the recent flooding. Not only has there been this great human suffering, but the loss in property and income in our Nation will run into many millions of dollars.

We congratulate you, the Committee on Appropriations, for the interest and belief you have manifested through the recent years in making money available for the completion of the project. We earnestly request that the Budget Bureau recommendations for Ferrells Bridge Dam and Reservoir, for the forthcoming fiscal year, be accepted by you. We have been told that this amount of money will complete the Federal appropriation.

We would also like to commend the United States Corps of Engineers, and particularly the New Orleans district, for expediting the construction of Ferrells Bridge Dam and Reservoir and for their successful development of this project, as well as the good will and friendship which they have created among our fellow east Texas people.

W. M. WATSON, *President.*

Mr. PATMAN. Next, I would like to introduce Mr. J. M. Tilson, member, North Texas Municipal Water District, Ore City, Tex.

STATEMENT OF J. M. TILSON

Mr. TILSON. I will file a statement later.

Mr. CANNON. You may have that permission.

(The statement referred to was not received for printing in this hearing.)

Mr. PATMAN. I would like to next present Judge Joe Taylor, Morris County Commissioners Court, Daingerfield, Tex., the county in which the Lone Star Steel Co. is located.

STATEMENT OF JOE TAYLOR, JR.

Mr. TAYLOR. My name is Joe Taylor, Jr., and I am county judge of Morris County.

We would like to endorse wholeheartedly the whole project, particularly the Ferrells Bridge Dam and Reservoir. We hope you will see fit to keep the amount in the budget as is, and we want to thank you for your past consideration.

Mr. PATMAN. Next I would like to introduce Mr. Jack Ponder, of Daingerfield, Tex. He is in support of the Ferrells Bridge Dam and Reservoir.

STATEMENT OF QUENTIN MILLER

Next, I would like to introduce Mr. Quentin Miller, president, Sulphur River Municipal Water District, Cooper, Tex.

Mr. MILLER. Mr. Chairman and gentlemen, I want to first thank you gentlemen for the $125,000 appropriation that you afforded our project last year. We appreciate it very much.

From an engineering standpoint, this work has progressed from the district engineer's office in New Orleans in good shape in the last 6 months. We understand that we are budgeted for $275,000, planning and survey money, for the next fiscal year.

In addition to that, we are asking for $300,000 which the engineers indicate they can use for construction funds.

The Sulphur River Municipal Water District, of which I am president, is a State-created agency to negotiate with the Federal Government to pay for our part of the project. The resolutions of the easements and rights-of-way and so forth have been assured by all of the counties involved in this project. We are ready to initiate a contract for water.

I have a statement that I would like to file for the record.

Mr. CANNON. Without objection, it will be inserted in the record at this point.

(The statement referred to is as follows:)

STATEMENT OF QUENTIN MILLER, PRESIDENT, SULPHUR RIVER MUNICIPAL WATER DISTRICT, COOPER, DELTA COUNTY, TEX.

Mr. Chairman, I have lived in Delta County the past 30 years and members of my family have lived near Sulphur River for 4 generations. I have been a retail merchant 19 years.

I have come before you in support of the $275,000 planning and survey money of Cooper Dam and Reservoir which is in the budget for the next fiscal year. I also come before you to ask for $300,000 construction money.

Since 1 year ago northeast Texas, where Cooper is located, we have witnessed 2 of the most severe weather extremes in our history. The drought of last summer dried up our 3 city lakes which had not happened since 1933 when we had only 1 lake. Up until early winter we had only 20 inches of rainfall compared to our normal 40 inches. In December we had 6 inches of rainfall bringing the total for the year to 26 inches. By April 25, 1957, we had recorded over the total 26 inches for last year. Rains that followed caused a major flood on Sulphur River. The final figure of property destroyed has not been fully assessed and never will the actual total be known. The usual damage to levees, cattle, crops, bridges, roads, and housing in all included in the scope of flood devastation.

The last Congress authorized our project and provided $125,000 for planning and survey work. There has been a great deal of activity by the Corps of Engineers in our area and I feel like they will be able to use $300,000 in construction money on channel and levee work above the reservoir. This was not evident 6 months ago but work has progressed beyond expectation.

The Sulphur River Municipal Water District stands ready to negotiate with the Corps of Engineers for our cost of the project. This is a State created agency. All the counties involved in the Cooper Dam project have given assurances of easements, rights-of-way, and to hold the United States Government free from damages in construction and operation thereof, which fulfills the requirements of the authorizing bill.

I therefore assure you we are ready for this project and earnestly request approval of $275,000 planning and survey money and $300,000 for construction.

Mr. PATMAN. I would like to introduce Mr. E. L. Ashcroft, member of the Sulphur River Municipal Water District, Sulphur Springs, Tex.

Also I would like to introduce Mr. Howard Hicks, member of the Sulphur River Municipal Water District, Sulphur Springs, Tex.

STATEMENTS OF E. L. ASHCROFT AND HOWARD HICKS

Mr. CANNON. The statements by Mr. Ashcroft and Mr. Hicks will be inserted in the record at this point.

(The statements referred to are as follows:)

STATEMENT OF ENOS L. ASHCROFT, DIRECTOR, SULPHUR RIVER MUNICIPAL WATER DISTRICT, SULPHUR SPRINGS, TEX.

Mr. Chairman, being of the third generation born in Hopkins County, Tex., and having been engaged for more than 20 years in various business and financial enterprises in the county, I feel somewhat qualified to express the views and needs of our citizenry and community.

Cooper Dam and Reservoir and related improvements on the South Sulphur River were authorized by the 84th Congress as a part of H. R. 4362. I appear before you in all confidence that you will join in recommending that at the earliest possible time all things be done toward the completion of this sorely needed project.

Planning and survey work on this project is now in process. To assure the orderly and successful completion of this work, an appropriation of at least $275,000 is necessary. I am informed that the Army Corps of Engineers has scheduled the expenditure of such an amount for the fiscal year 1957–58, and that such amount has been included in the proposed budget. We earnestly beg your approval of this appropriation.

For the fiscal year 1956–57, this committee, in conjunction with the Senate Appropriations Committee, approved the expenditure of $125,000 in planning and survey work on the Cooper Dam project. This work is now in process by the Corps of Engineers with such successful execution as to indicate that some actual construction work on the project should be initiated in the year 1957–58. This is particularly true of upstream channel and levee work for which planning can be completed at an early date. The need for the benefits of Cooper Dam and related projects is so great that the lapse of just 1 year of time is of great importance to us. Therefore, I make the earnest plea that an amount of at least $300,000 be appropriated for construction work to be done in the year 1957–58.

You have heard in past years our plea of the need for Cooper Dam. But let me remind you: Just last year the nearby cities of Cooper and Commerce were desperate over the lack of municipal water; Sulphur Springs was more furtunate in having a sufficiency for domestic purposes, but lacked that surplus necessary to attract industrial consumers so badly needed. Now, just a few months later, the Sulphur River rampages, breaking levees, flooding thousands of acres of farmlands, forcing the removal of cattle, destroying roads, and adding its crest to that of the Red River in causing millions of dollars in damages hundreds of miles into Louisiana.

Every 3 years, on the average, overflows from the South Sulphur River have caused untold damage to crops and livestock. During my lifetime of 47 years there have been formed, in Hopkins County alone, 4 levee districts which spent more than a half million dollars in constructing levees that have proven unable to control the floodwaters; 3 of these districts were forced into bankruptcy, and many good farmers lost their lands. Construction of Cooper Dam will reclaim to usefulness over 100,000 acres of fertile and, in some part, virgin soil. Much of this would be adaptable, with the advantage of irrigation, for the production of alfalfa and other roughages, resulting in an enhancement of the dairying industry which is the back bone of the economy of Hopkins County.

There should be no delay in providing the benefits of Cooper Dam and Reservoir. The time is now. We can prevent the damaging floods of Sulphur River; we can reclaim into usefulness thousands of acres of land; we can provide an adequate supply of water for human needs and for industry; we can provide for the recreational needs of the area, and for wildlife preservation. Your cooperation in seeing that adequate funds for planning and construction are provided is the key. We earnestly and humbly seek your consideration.

STATEMENT OF HOWARD HICKS, DIRECTOR, SULPHUR RIVER MUNICIPAL WATER DISTRICT, SULPHUR SPRINGS, HOPKINS COUNTY, TEX.

I moved to Sulphur Springs, Hopkins County, in 1920 and until 1954 was actively engaged in the brick-manufacturing business. Since then I have been looking after my farms and raising cattle. I have been in close touch with conditions in the north part of the county during these 37 years and I am familiar with the South Sulphur River area. I have observed the effects of floods and I have observed the effects of the droughts.

I believe this qualifies me to appear before you in the interest of the Cooper Dam and Reservoir and related improvements on South Sulphur River as authorized by the 84th Congress, 1st session, as a part of H. R. 4362. I am acutely aware of the urgent need of getting along with this project with all possible haste and therefore feel free to urge you to approve such appropriations as are needed and can be used at this time.

I understand that an amount of $275,000 is included in the budget to cover planning and survey work and I beg you to approve this appropriation so that such work can proceed without any delays. This committee, in conjunction with the Senate committee, approved an appropriation of $125,000 last year so that the Corps of Engineers could start work and there has been a considerable amount of survey and plan work already done at this time. Please follow through with amount requested in budget so that this work can be completed in good time.

We have been advised that it is likely that work in progress may be completed before the end of the next fiscal year, so that certain construction work could be started if funds were available. We are therefore asking that you approve an additional amount of $300,000 to provide funds for starting construction as soon as the progress on planning work will permit. This will enable the Corps of Engineers to gain some time by starting channel improvement and levee work somewhat earlier than if they have to wait for next year's appropriation.

I am sure you have heard something about the droughts we have experienced in north Texas for the past 5 years and you are aware of the dire straits some of our towns were in for municipal water for human consumption and fire protection. Both Cooper and Commerce in our district were forced into critical emergency efforts to provide such service to their people. Drought conditions existed well into the past winter and then before the winter was barely over we have experienced one of the worst flood conditions in our history. Tremendous damage in livestock and crop losses have been suffered during the last 6 weeks and the area will continue to suffer throughout the summer because of these floods.

Cooper Dam and Reservoir will completely relieve us of these dangers. I cannot think of any better argument in favor of our plea for your approval of appropriations as requested.

Thank you for your attention.

Mr. PATMAN. I would like to introduce Mr. Brent Tarter, vice president, Sulphur River Municipal Water District, Commerce, Tex.

STATEMENT OF BRENT TARTER

Mr. TARTER. I will file a statement.

Mr. CANNON. Without objection, your statement will be filed at this point in the record.

(The statement referred to is as follows:)

STATEMENT OF BRENT TARTER

Professor and head of the department of government, East Texas State Teachers College for 23 years, retired in 1955. Insurance director and executive, and executive secretary to public housing authority of the city of Commerce, Tex.; vice president, Sulphur River Municipal Water District, Commerce, Tex.

Mr. Chairman, by House Resolution 4362, the Cooper Dam and water reservoir was authorized in 1955. In 1956, an appropriation amounting to $125,000 was appropriated for surveying the area and site for the dam. This $125,000 has been well spent on the planning and survey of the immediate area of the water project.

The Army engineers have indicated that it will cost approximately $275,000 to complete the plans and survey for this water district and flood control on the Sulphur River. The Army engineers have informed this municipal water district

board that they are in a position to spend $300,000 during 1957–58 on channel and levee improvements on streams above the reservoir. Therefore, I am asking that your committee appropriate $275,000 for the completion of the survey and plans for this water district and $300,000 for the completion and improvement of streams above the reservoir. The $275,000 for planning and survey and the $300,000 for construction on the streams above the reservoir would make a total of $575,000 for which we are asking.

For the past 6 years, 17 towns in the immediate area of this project have been without sufficient water to take care of their simplest domestic needs. Water for domestic purposes has been rationed from the middle of June to the middle of October each year, thus giving us a minimum amount of water on which we could survive. All of these 17 towns are in economic reach of the Cooper Dam and water reservoir and could take full advantage of water impounded in this reservoir for all domestic, industrial, and irrigation purposes.

During the past 6 years when we had the principal amounts of rainfall for this area, the rain came in the nature of flash floods and most of the water did its damage to crops and livestock and went on its way downstream. Recent floods during the months of April and May of this year have destroyed all of the crops and pasture land in the lowlands from the source of the rivers down through 130 miles of the finest soil in the United States. The damage to crops and livestock has been estimated to be upward of $8 million—more than two-thirds the cost of this project. These floods have been coming off and on in the years past, resulting in untold millions of dollars of destruction for flood control.

We anticipate an influx of industry in this area when this water project is completed. Many industries have made inquiry and investigated the feasibility of establishing industry in this area, but since plenty of water was not available, none have come. The Cooper Dam and water reservoir will be located in an area that is outside the realm of energetic labor control. Since Commerce is the home of the East Texas State Teachers College with an average annual enrollment of 3,200 students, we could furnish a maximum of raw, semiskilled, and skilled labor that would take care of the needs of many worthy industries that are seeking sites of establishment in this area.

Your consideration of the request for the appropriation is earnestly solicited.

Mr. PATMAN. I would like to introduce Mr. Grover Pickering, president of the Lamar Levee Improvement District, No. 1, Paris, Tex.

STATEMENT OF GROVER PICKERING

Mr. PICKERING. I would like to file my statement for the record.

Mr. CANNON. Your statement will be filed for the record at this point.

(The statement referred to is as follows:)

STATEMENT OF GROVER PICKERING DIRECTOR, SULPHUR RIVER MUNICIPAL WATER DISTRICT, COOPER, DELTA COUNTY, TEX.

Mr. Chairman, I would like to qualify myself as having knowledge of Sulphur River as I have lived near this river 63 years and further that I have farmed and ranched in Sulphur River bottom during my entire lifetime. I am also a member of the Sulphur River Municipal Water District which was created by the State of Texas whereby we might contract with the Corps of Engineers for water which will be used for human consumption, municipal uses, and irrigation. We are equipped to provide the essentials as provided for in the authorizing legislation.

Right now, the levee which protects my farm and several thousand acres besides is broken due to a major flood less than 30 days ago. Two thousand acres of my own crops have been destroyed. I have been forced to liquidate one-third of my cattle as I have had to evacuate the lowlands which usually provides more than the necessary grazing. As a contrast, last summer was one of the driest years in the history of our section of Texas. We ran out of grass and all normal edible greenery or dry filler and my employees cut 5 acres of trees per day to keep my cattle alive. I could not sell them, as the bottom had dropped out of the cattle market. I finally made it and now I am flooded out. You have probably read about such things in newspapers but now you are hearing it first hand and to just one of the men it has happened to recently. We must control the waters of Sulphur River and I am here in support of $275,000 planning and survey money which is

in the budget for fiscal year 1958 and to ask for $300,000 construction money for drainage and channel improvements above the reservoir site. There is flood damage all up and down Sulphur River. The actual extent of damage is not known yet in dollars but I know of several levee districts that are flooded due to crevasses.

The Corps of Engineers have made previous repairs to existing levees to the tune of approximately $1 million in the past 10 years. I urge you therefore to approve the $275,000 planning money and allot this project $300,000 in construction money.

Mr. PATMAN. I would like next to introduce Mr. O. L. Bridges, secretary, Sulphur River Municipal Water District, Cooper, Tex.

STATEMENT OF O. L. BRIDGES

Mr. BRIDGES. I have some photographs that I would like to show the committee and I would like to file my statement.

Mr. CANNON. Without objection, your statement may be filed for the record at this point.

(The statement referred to is as follows:)

STATEMENT OF O. L. BRIDGES, SECRETARY-TREASURER, SULPHUR RIVER MUNICIPAL WATER DISTRICT

Gentlemen, I am O. L. Bridges, secretary-treasurer to the board of directors, Sulphur River Municipal Water District, a State political subdivision, created by an act of the State legislature under article XVI of the constitution of the State of Texas, passed by the State legislature and approved by the Governor, May 13, 1955. I have lived in this area for more than 50 years and I am appearing before you in behalf of a Federal-approved project known as the Cooper Dam and Reservoir and related improvements on Sulphur Rivers as authorized by the 84th Congress, 1st session, as a part of H. R. 4362. We note from the budget, an amount of $275,000, planning and survey funds to be used by the Corp of Engineers for completing the survey and planning work on this project. We feel this amount should be maintained in the budget due to the fact that former appropriations will have been exhausted at the beginning of this fiscal year. Engineers have made rapid progress within the last 8 months on this planning and survey work.

The Sulphur River Municipal Water District is now ready to enter into and negotiate terms with the Federal Government relative to impounding water within the reservoir known as the Cooper Dam and Reservoir project. All counties that are lying within and adjacent to the Cooper Dam and Reservoir and related improvements on Sulphur River have properly signed and executed resolutions wherein said counties will (*a*) provide without cost to the United States all lands, easements, and rights-of-way, and make alterations and relocations of highways and related facilities, and utilities except railroads, necessary for the construction; (*b*) hold and save the United States free from damages due to the construction; and (*c*) maintain and operate all works after completion, and preserve channel capacities by preventing encroachment, in accordance with regulations prescribed by the Secretary of the Army, and as described by said resolutions which are now in the hands of the Corp of Engineers.

This committee approved, in conjunction with the Senate committee, an appropriation of $125,000 for planning and survey work on the Cooper Dam and Reservoir project for the fiscal-year 1957. This money has been used in this work to such an extent we feel that the Corps of Engineers will be in a position to use and support our asking, as a minimum of construction money during the next fiscal year, $300,000, for channel and levee improvements on streams above the reservoir. Therefore, we urge this committee to approve $300,000 as a minimum for this project.

Recent flood damages with excessive downpours of rain have caused people on this river and its tributaries, grave concern. A project of this type will mean flood control, soil conservation, impound water for domestic and municipal purposes to such an extent that it will greatly add to the improvement, economy, welfare, and defense of our country.

In a statement to the Dallas Morning News of Sunday, April 28, 1947, Brig. Gen. L. E. Seeman, Southwest divisional engineer, estimated actual damages at $6.5 million from recent deluges of rain. I further quote from Brigadier General Seeman's statement.

"Damages would have totaled $71.5 million if it had not been for the engineer-built Benbrook, Grapevine, Garza-Little Elm and Lavon Lakes, and the Dallas-Fort Worth Floodways."

I have a copy of the paper where Brigadier General Seeman further comments regarding the Corps of Engineer-built dams, I will offer as evidence in support of our request.

On May 9, 1957, the Associated Press quoted Representative Overton Brooks, Democrat of Louisiana, and president of National Rivers and Harbors Congress, relating to damaging floods in Shreveport and southern Louisiana. The following quotation was found in the Paris News.

This year, he said, damage was slight but would have been much greater had it not been for the Denison and Texarkana Dams.

"These two dams, built as part of the Red River Valley flood control program" Brooks said, "held back about 4½ feet of additional water at Shreveport. That would have hurt us."

Army engineers, he said, estimated the dams saved some $78 million in damage during the first week of the deluge.

Brooks said that when the proposed Ferrells Bridge, Cooper, and Millwood Dams are completed in the Red River Valley there will be little danger of floods across Louisiana.

I have a copy of the Paris News to offer as evidence in support of our request.

There will be reclaimed as a result of the construction of the Cooper Dam and Reservoir, approximately 120,000 acres of rich, valuable bottom-land soils, which can add greatly to our agriculture, and balanced economy of our country, a portion of such land can easily, and will be, irrigated upon completion of this project. Ranching, cattle-raising, crop rotation, all types of agriculture will be greatly improved as well.

We have within the three cities comprising this water district some 21,000 people whose water supply is regarded as being dangerous so far as human survival is concerned. For instance, in June 1955, all of our lakes and reservoirs were filled to overflowing, and our wells were producing to normal capacity. Then 14 months later, in August 1956, our supply of water in reservoirs was exhausted. Our wells had sunk to a very low level, and we were faced with rigid water restrictions. The city of Cooper purchased water from Lake Crook in Paris, which adjoins us to the north. Had the citizens of this city not accepted water restrictions, we the citizens of Cooper would have faced a serious crisis of water shortage. People in rural areas rely largely for additional water from these towns during drought periods such as are common in this area. During 1956, cattlemen sold their cattle at sacrifice prices because of the lack of water.

Faced with these facts, we feel we are wholly justified in seeking a minimum appropriation of $300,000 to be used in the beginning of construction on the Cooper Dam and Reservoir. Therefore, we urge you to include within your appropriations this amount referred to above, and place your stamp of approval upon same.

Mr. PATMAN. Next, I would like to introduce Mr. H. B. Messler, city manager, city of Commerce, Tex.

STATEMENT OF M. B. MESSLER

Mr. MESSLER. I have a statement that I would like to file for the record.

Mr. CANNON. Without objection the statement will be inserted in the record at this point.

(The statement referred to is as follows:)

STATEMENT OF M. B. MESSLER, CITY MANAGER OF THE CITY OF COMMERCE, TEX.

Mr. Chairman, the Municipal Water District of Commerce, Cooper, and Sulphur Springs has asked me to prepare a statement concerning the underground water supply for the several towns in this area. Since we have had the Cooper Dam project authorized by H. R. 4362 in 1955 and an appropriation of $125,000 for planning and surveying the district, which surveys and plans are well on their way, I should state that the Army engineers have requested the water board to ask for an additional $275,000 to complete the plans and surveys of the water

district, and an additional $300,000 for the improvement of channels and levees above the reservoir. I earnestly solicit your best attention in this request.

For your information concerning the shortage of water in this whole area of the Cooper Dam and water reservoir, I am submitting to you the facts and figures which have been gathered by Army engineers, Texas engineers, and expert engineers employed by the cities and towns of this area.

The principal ground water formations of Texas are shown on page 206 of the 1956–57 Texas Almanac. The ground water, supplying the city of Commerce, Hunt County, Tex., comes from the Nacatoch sand of the Navarro group, the Wolfe City sand of the Taylor group, the Blossom sand of the Austin age, and the Woodbine sand. The Woodbine sand crops out in areas to the north and northwest of the county.

Only the Nacatoch sands yields water sufficiently low in dissolved solids for domestic or industrial supply.

The Woodbine sand yields water of good quality at Celeste, which is about 12 miles updip from Greenville; however, the water becomes highly mineralized a short distance south of Celeste and undoubtedly is salty in the vicinity of Greenville.

The city of Commerce has 4 wells, of which 3 are close to the powerplant, in the center of the city. The distance between these wells is about 1,000 feet and the fourth well is in the south part of the city, about three-fourths of a mile distance. All of these wells are in the Nacatoch sand. And the East Texas State Teachers College has two wells abouth three-fourths of a mile southwest of the city's south well in the Nacatoch sand.

All of these wells are 200 to 250 gallons per minute capacity. In 1914 when Commerce drilled the first well, the water level was 225 feet; in 1943 the water level was still 225 feet; and on August 13, 1956, the water level was 332 feet below the ground. That can mean only one thing, water level in Commerce is getting so low that it is imperative that the city will be required to put heavy restrictions on the use of water in the future.

The two wells of East Texas State Teachers College are about the same depth and the same water level.

In 1943 the daily average pumpage for the city of Commerce was about 300,000 gallons per day. The average for the last 6 months of 1956 was July, 803,193 gallons; August, 765,758 gallons; September, 623,933 gallons; October, 541,033 gallons; November, 362,606 gallons; and December, 218,716 gallons; and the water level on February 21, 1957, was 330 feet below the surface.

The two wells of the East Texas State Teachers College use just about the same amount of water per day as the city of Commerce does.

Therefore, it is reasonable to think that our water level at its present state is in the danger zone as we know when we are pumping; the drawdown is some 10 to 15 feet below the sand, at at times we can pump only our No. 2 well a couple of hours each day.

The most serious condition we have to face at the present time is that our water level at its present state is below the fault lines of the Nacatoch sands, and there is a very real danger of the highly mineralized water on the other side of the fault coming through in such quantity as to make Commerce water unpalatable.

For your further information, the ground water of the Nacatoch sand, except at the outcropping, is completely covered with a cap rock, and it may never come back to its former level.

The Sulphur River Water District will be required to furnish water not only to Sulphur Springs, Cooper, and Commerce, but a number of other cities and towns in this area; namely, Greenville, Paris, Mount Pleasant, Mount Vernon, Honey Grove, Wolfe City, Ladonia, Pecan Gap, Brookston, Windon, Dodd City, Celeste, Cumby, Campbell, and a number of other towns as their population increases.

This area is largely agricultural, and mostly in the rich black land belt; it is imperative that we have water for irrigation. By so doing, these counties can be assured of their crops each year.

The people in the First and Fourth Congressional Districts think it is imperative that the Sulphur River Water District be granted or allotted additional money, and that the Army engineers be instructed to proceed with this project at once, with the idea of having it under construction in 1958 and completed in 1959 in order to receive water in the fall of 1959–60.

Mr. PATMAN. Next, I would like to introduce the mayor of Paris Tex., Mr. James R. Gill.

STATEMENT OF JAMES R. GILL

Mr. GILL. I have a statement that I would like to file for the record.

Mr. CANNON. Without objection, it will be inserted in the record at this point.

(The statement referred to is as follows:)

STATEMENT OF JAMES R. GILL, MAYOR, CITY OF PARIS, LAMAR COUNTY, TEX.

Mr. Chairman, my name is James R. Gill. I am now serving my 12th year as city councilman in the city of Paris and have been designated as mayor for 3 years, having recently been selected mayor for another term. I was born in Fannin County, Tex. and have been a resident of the city of Paris, Tex., for more than 30 years. I have been employed by the Southland Cotton Oil Co. for many years and am at present serving in the capacity of general manager.

I am a member of the delegation appearing in behalf of Cooper Dam and Reservoir and related improvements on South Sulphur River, as authorized by the 84th Congress, 1st session, as a part of H. R. 4362.

As a legal representative of the citizens of the city of Paris, I wish to state that we are wholeheartedly in accord with the $275,000 planning and survey funds as set up by the budget. We feel that this amount should complete the planning and survey work on this project.

This committee approved in conjunction with the Senate Committee on Appropriations, $125,000 for planning and survey work on the Cooper Dam project. The money has been expended in carrying out this work and some of the surveys have been completed and it is now my honest opinion that the engineers will be in position to utilize $300,000 for construction money during next year for channel and levee improvements on streams above the reservoir.

The citizens of Paris, Tex., and Lamar County, Tex., are vitally interested in the development of the Sulphur River Dam and Reservoir with channel improvements for many reasons. The recent floodwaters of South Sulphur River, besides causing considerable damage to farm and crop-land, soil erosion, and property damage, have prevented the runoff of North Sulphur River, causing this river to back up and flood some of the best farmland in northeast Texas. North Sulphur River is the south boundary of Lamar County to the point where the river intersects South Sulphur River, thence joining together to form Sulphur River and continuing as a part of the south boundary line of Lamar County.

Landowners along the North Sulphur River have expended large sums of money in channeling and leveeing North Sulphur River. Without adequate downstream protection on South Sulphur River, the expenditure for channels and levees along this river has been a continuing and hopeless task. However, if the Cooper Dam and Reservoir, as recommended by the United States Army engineers, with channel improvements, is constructed on South Sulphur River, then these landowners on North Sulphur River will be able to adequately and economically protect their farms. Northeast Texas is rapidly developing into an industrial area as well as a great agricultural area, but financial losses caused by floodwaters of Sulphur River are seriously hampering this development.

The conservation of water, in my opinion, should be our No. 1 project in this great Nation. Every citizen, every industry, every firm, and every municipality must have an ample and abundant supply of water if they are to exist. The landowners up and down both North and South Sulphur River have exhausted themselves financially in efforts to harness these waters, but have failed. At this very moment serious flood conditions exist on both of these large rivers, and with every rain and every passing day, untold thousands of dollars are being wasted due to the lack of control of these rivers. It is our contention that the South Sulphur River should be harnessed by the construction of the Cooper Dam and Reservoir and channel improvements between this reservoir and the Texarkana Dam and Reservoir under the Flood Control Act of 1936.

As a native of this area, and because of the nature of the business with which I am connected, I have spent a great deal of time and effort in studying the effects of floods on South Sulphur River and it is my sincere belief that the statements made above are true and correct.

Mr. GILL. I would like to say that I am wholly in support of the program.

Mr. PATMAN. I would like to present Judge Henry Braswell, Lamar County Commissioners Court, Paris, Tex.

STATEMENT OF HON. HENRY BRASWELL

Mr. BRASWELL. I have a statement that I would like to insert in the record at this point.

Mr. CANNON. Without objection, the statement will be inserted in the record at this point.

(The statement referred to is as follows:)

STATEMENT OF HENRY BRASWELL, COUNTY JUDGE OF LAMAR COUNTY, PARIS, TEX.

Mr. Chairman and members of the committee, my name is Henry Braswell. I am county judge of Lamar County, Tex., where I have lived for the past 28 years.

The people of Lamar County are vitally interested in the Cooper Dam and Reservoir with channel improvements on the Sulphur River as authorized by the first session of the 84th Congress in H. R. 4362.

The North Sulphur river constitutes the entire south boundary line of Lamar County with the exception of a few miles near the northeast corner of the county where North and South Sulphur intersect to form the Sulphur River. When general rains occur on the North and South Sulphur watersheds, as they do several times each year, a veritable dam of water amasses at the confluence of the North and South Sulphur Rivers. This forces North and South Sulphur water back and over our levees onto thousands of acres of the richest soil in Lamar County. Hence, what is done to harness the South Sulphur and Sulphur Rivers will directly and most beneficially serve to control North Sulphur by permitting its waters to move downstream within existing levees.

Since January of 1957 Lamar County has lost 11 bridges due to floods on Sulphur and North Sulphur Rivers. Miles of county roads will have to be reconstructed. But, more important, thousands of dollars in crops and pastures have been lost by those who can ill afford such a loss in the face of 7 years of extreme drought interspersed by devastating floods. Moreover, thousands of acres of highly productive farm and ranch lands are never utilized due to the ever-present thread of flood.

The need to impound water in sizable quantities for agricultural, industrial, and domestic use is equally important as the need to prevent floods in this region. The town of Deport with a population of 734 people and the town of Roxton with a population of 620 people in Lamar County had to purchase and haul water for domestic use most of last summer and fall. The same was true of many smaller communities in our county. Livestock men and farmers were forced to haul water for at least 4 months during 1956. Most of this water was obtained from Lake Crook, which is owned by the city of Paris. Had the drought continued, this source of supply would have to have been limited to use by the city of Paris.

Since World War II this area of Texas has been poised on the threshold of a diversified and, therefore, a wholesome economy made possible by the advent of industry which desires to meet the needs of expanding Southwestern markets. Lack of water in reliable quantities has thwarted this industrial development. The value of the proposed Cooper Reservoir in alleviating this condition cannot be overestimated.

The money that has heretofore been appropriated and expended for planning and research on this project is deeply appreciated by our people. The $275,000 which has been allocated for planning and research for the project in this year's budget is encouraging. But, as late as April of this year it was proved again that the floodwaters of the North and South Sulphur Rivers pay no heed to drawing-board levees and proposed dams. At least $300,000 is needed for actual construction this year. Immediate flood control and the establishment of an adequate water supply is prerequisite to the progress of this area. In fact, it is essential to the economic survival of the farmers and ranchers whose lands adjoin or lie near these rivers that the Cooper Dam and Reservoir with related improvements progress beyond the planning and survey stage to actual construction within the very near future.

Mr. PATMAN. I would like to present Mr. Walter W. Bassano, publisher of the Paris News, Paris, Tex.

STATEMENT OF WALTER W. BASSANO

Mr. BASSANO. I have a statement that I would like to file for the record.

Mr. CANNON. Without objection, the statement will be inserted in the record at this point.

(The statement referred to is as follows:)

STATEMENT OF WALTER W. BASSANO, PUBLISHER, THE PARIS NEWS, PARIS, TEX.

Mr. Chairman, my name is Walter W. Bassano. I am publisher of the Paris News, a daily newspaper printed in Paris, Tex. I was born in this city September 6, 1907, and have resided here all of my life.

I appear before you today in interest of the Cooper Dam and Reservoir and related improvements as authorized by the 84th Congress, 1st session, as a part of H. R. 4362.

I have had the opportunity of seeing both the North and South Forks of Sulphur River at flood stage many, many times, but little did I think of the devastating damage inflicted on landowners all along its boundaries for many miles until I joined the staff of the Paris News in 1937.

Through my close association with A. G. (Pat) Mayse, deceased publisher, I received a liberal education on soil and water conservation. Some of the richest land in Texas which lies along the banks of Sulphur River is untillable due to unpredictable floods. Much of our rich topsoil is being carried away by its turbulent waters.

Another thing creating much concern throughout the Southwest the past few years has been the prolonged drought condition. This has caused our economy to sag tremendously as well as imposing untold hardships on our population due to water shortages.

Therefore, I petition this committee to approve appropriations up to $300,000 so that engineers may start work on levee and channel improvements upstream immediately. A dam on the Sulphur River at the proposed site 5 miles south of Cooper, Tex., would help all of northeast Texas immeasurably.

May I close with these last remarks: Water that flows to the sea will return to the land again, but the soil that the water carries to the sea is lost forever.

Over the past few years, we have realized more than ever the necessity for water conservation. The greatest benefit derived from water conservation is soil conservation. When we control water, we save soil.

Drought conditions of the past few years emphasize the necessity of water conservation, for these conditions bring about the realization that no community, no city, and no State can maintain a population or industrial growth whose water requirements exceed the dependable capacity of its water supply.

Mr. PATMAN. We appreciate the courtesy of the committee.

THURSDAY, MAY 16, 1957.

RED RIVER BASIN, LA.

WITNESSES

HON. OVERTON BROOKS, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF LOUISIANA
CALVIN T. WATTS, ASSISTANT DIRECTOR OF PUBLIC WORKS, BATON ROUGE, LA.
DAN V. CRESAP, DISTRICT ENGINEER, LOUISIANA DEPARTMENT OF PUBLIC WORKS
W. CROSBY PEGUES, JR., GENERAL COUNSEL, LOUISIANA DEPARTMENT OF HIGHWAYS.
E. J. JANDACEK, ASSISTANT CHIEF ENGINEER, TEXAS GAS TRANSMISSION CO., OWENSBORO, KY.
NED W. JENKINS, REPRESENTING RED RIVER, BAYOU PIERRE LEVEE DISTRICT, MANSFIELD, LA.
J. H. WILLIAMS, PRESIDENT, CANE RIVER LEVEE DISTRICT, NATCHITOCHES, LA.
K. D. McCOY, MEMBER, CANE RIVER LEVEE DISTRICT, NATCHITOCHES, LA.
WORTH MATTESON, JR., MEMBER, WALNUT BAYOU DRAINAGE DISTRICT, FOREMAN, ARK.
ROBERT M. LOWE, ATTORNEY, BARKMAN CREEK-McKINNEY BAYOU DRAINAGE DISTRICT, TEXARKANA, ARK.
L. R. MATTHIAS, EXECUTIVE VICE PRESIDENT, RED RIVER VALLEY ASSOCIATION, SHREVEPORT, LA.
ARTHUR C. WATSON, SECRETARY, CANE RIVER LEVEE DISTRICT, NATCHITOCHES, LA.
R. C. ANDERSON, PRESIDENT, NATCHITOCHES LEVEE AND DRAINAGE DISTRICT, NATCHITOCHES, LA.
J. W. MORTON, VICE PRESIDENT, CADDO LEVEE DISTRICT, SHREVEPORT, LA.
MORRIS ROBERSON, MEMBER, CADDO LEVEE DISTRICT, SHREVEPORT, LA.
W. L. SIBLEY, MEMBER, CADDO LEVEE DISTRICT, SHREVEPORT, LA.
W. H. LAMBDIN, COMMISSIONER OF STREETS AND PARKS, CITY OF ALEXANDRIA, LA.
DONALD M. GARRETT, SECRETARY, RED RIVER, ATCHAFALAYA, AND BAYOU BOEUF LEVEE DISTRICT, ALEXANDRIA, LA.
R. C. ATKINS, MEMBER, BOSSIER LEVEE DISTRICT, BOSSIER, LA.
E. S. NEELY, MEMBER, BOSSIER LEVEE DISTRICT, BOSSIER CITY, LA.
L. G. CAMPBELL, SECRETARY, BOSSIER LEVEE DISTRICT, BENTON, LA.
JOHN T. BOGARD, MEMBER, WALNUT BAYOU DRAINAGE DISTRICT, FOREMAN, ARK.

Mr. CANNON. We have with us our colleague this morning, Congressman Overton Brooks. I do not have to tell you that what Congressman Brooks asks us for is given consideration.

Mr. BROOKS. Thank you, Mr. Chairman and gentlemen. That is certainly heartening.

Mr. Chairman and members of the Public Works Subcommittee, I have been appearing before you, year after year, urging appropriations for the harnessing of Red River. Today, I appear before you

with a representative group of the membership of the Red River Valley Association, again urging the appropriation of funds for continuing work to harness the Red River. Your committee over the years has patiently listened to us and we are grateful for what has been done in the past.

This year, in view of the present floods in the Red River Valley and which are still coursing their way down this river, we come before you with timely evidence of the need for the appropriations to complete the flood-control plan for our valley. The scenes of this devastating flood are fresh and vivid in the minds of those who will testify before you today.

As we have stated to your committee before, these flood waters come down Red River from the States of Colorado, Oklahoma, Texas, Arkansas and Louisiana. Ours is the job of carrying them safely to the Gulf of Mexico without death to our people and destruction of their property. With the experience of the recent flood foremost in my mind, I wish to say that what thus far has been done in flood-control work is satisfactory and has served a fine purpose. The operation of the Denison and Texarkana Reservoirs reduced the flood stages at Fulton, Ark., and Shreveport, La., by 4½ feet, at Grand Ecore by 3 feet, and at Alexandria by 2.5 feet. Without these reservoirs an additional 106,000 acres of rich valley land would have been flooded and it is estimated additional damages of millions of dollars would have resulted. A preliminary estimate of the damages caused by this recent flood now runs into the tens of millions of dollars. The costs of fighting the flood can never be fully calculated but if we bear in mind the number of oil wells closed down, the large number of people from Barksdale, Fort Polk and the National Guard who took part in this fight as well as the hundreds of our citizens who stayed on the job both night and day, I would say that the costs of fighting the flood ran into the millions of dollars.

Due to the height of this flood and its long duration the drainage has been blocked from local tributaries and backwater areas between Alexandria and Shreveport have been flooded to a much greater extent than during the flood of 1953. In addition to approximately 50 secondary roads, main highway U. S. No. 71 along the north bank and State Highway No. 1 along the south bank of Red River were flooded between Alexandria and Shreveport. The two railroads which parallel this river were out of operation for a while as these floodwaters covered the tracks in places by some 3 feet. Old, outdated steam engines were again pressed into service as the modern diesel locomotives proved to be too low-slung to operate in this depth of water. Over 3,000 people have been displaced in our valley and some 25,000 head of livestock evacuated from the lowlands. A total of approximately 390,000 acres have been flooded, over 126,000 of which were already in cultivation. Several hundred homes were flooded. We were fortunate, however, that there was no loss of life during this rampage. In addition to this damage, over 3,000 oil wells were reported out of commission in the Shreveport area due to the flooding of Twelve Mile Bayou, a major tributary of the river.

Mr. Chairman, had the entire flood-control plan for the Red River Valley been completed and in operation only 77,100 acres in our valley would have been under water, and these in most cases, would be low-lying woodlands. The total damage would have been negligible. I believe from this you can see the need for the completion of this plan.

The projects for flood protection along the entire Red River Valley, however, are not yet complete and several major features remain to be constructed before the valley is safe against any predictable flood.

What we need now is a quickened program. For instance, we need funds to speed up the work of building the Ferrels Bridge Dam and Reservoir. The amount of $3,294,000 should be allocated to complete this project. We need this year $1 million more money for bank stabilization, levee work and channel improvement along the Red.

The work on the dams and reservoirs in the Millwood area, as recently agreed to, should go forward as rapidly as possible. The planning work on the Mooringsport Dam should be completed by the latter part of June this year, and work should follow at once. The sum of $300,000 is needed to complete preconstruction planning work on Cooper Dam and Reservoir and funds should be made available for planning work on the Boswell and Hugo projects.

In addition to this, I want to especially ask for the appropriation of the sum of $300,000 for further planning of the Overton Waterway. The Army engineers only recently completed a reevaluation of this project and have found it to be economically justified. There is no reason why funds for advanced engineering studies should not, at this time, be appropriated. This waterway could have been of great help in the recent flood situation. The study of the engineers showed that the waterway has an estimated value for flood control of $1 million. Had the canal been in use, much of the floodwater which covered hundreds of thousands of acres of fertile lands up and down the Red River Valley, would have drained down the waterway. This would have saved our people hundreds of thousands of dollars in floodwater damage.

While serving as a flood-control project, this waterway primarily is a navigational project. Completion of this canal will provide the lower Red River Valley, north and central Louisiana, southwest Arkansas and east Texas with much needed water transportation. Ours is a great and expanding industrial and trade area, but we need water transportation if we are to develop and become a major industrial area. We ask you, Mr. Chairman, and the members of your committee to help us open this new mode of transportation to our area. This amount will allow the engineers to proceed during fiscal year 1958 with planning and engineering studies, pointing to the beginning of construction of this project within the near future.

The evidence to be presented to your committee today will, I am sure, clearly demonstrate the need for the completion of the overall flood-control plan of the Red River Valley so as to eliminate as near as possible, the devastating floods just recently experienced in our valley.

Mr. Chairman, I cannot urge too strongly the need for adequate appropriations to complete the flood-control plan for the Red River Valley. Louisiana funnels the floodwaters of 31 States of the Nation—some 1,245,000 square miles extending from the Rockies to the Alleghenies—into the Gulf of Mexico. The Red River handles a good portion of this water. Completion of these projects will give our people, in a good measure, the protection they need from rampant floodwaters from other States. I want to again strongly urge the appropriation of the sum of $300,000 which will enable the Army engineers to continue with planning of the Overton Waterway,

pointing to the day when actual construction of this project may begin.

I want to thank you, Mr. Chairman and members of this committee for allowing me to appear before you today on these matters which are of such importance to us in the Red River Valley.

Mr. BROOKS. Now I would like first to present Mr. Calvin Watts, assistant director, Louisiana Department of Public Works, Baton Rouge, La.

STATEMENT OF CALVIN T. WATTS

Mr. WATTS. Mr. Chairman and members of the committee, I am Calvin Watts, assistant director of public works, State of Louisiana. As I mentioned to the committee on previous occasions, our main function in the State of Louisiana is flood control. We coordinate the flood-control activities with the various levee boards of the State. I might say on the Red River we have eight levee boards active on the stretch in Louisiana, and we cooperate with them, furnishing engineering services and money when we have it available for them.

Mr. CANNON. You are an official of the State of Louisiana?

Mr. WATTS. Yes, assistant director of the State department of public works.

I have filed 25 copies of a statement with the clerk, but I would like to comment on 1 or 2 items.

Mr. CANNON. Your statement may be filed at this point.

(The statement referred to is as follows:)

A BRIEF STATEMENT SUPPORTING ADEQUATE APPROPRIATIONS TO THE CORPS OF ENGINEERS, UNITED STATES ARMY, FOR FLOOD CONTROL, RED RIVER BELOW DENISON DAM, TEX., OKLA., ARK., AND LA.

ADEQUATE APPROPRIATIONS FOR FLOOD CONTROL, RED RIVER BELOW DENISON DAM

This brief is presented on behalf of the State of Louisiana by the Louisiana Department of Public Works. It expresses the views of the State Government on current requirements for continuing work on all features of the project Red River below Denison Dam in Texas, Oklahoma, Arkansas and Louisiana.

The department of public works is the planning agency of the State government, and is responsible for coordinated development of the water resources of Louisiana, including flood control, drainage, water conservation, irrigation and navigation projects. It is also the consulting engineer for the 21 levee districts of the State. In the performance of its duties the department maintains close liaison between the flood control activities of these districts and those of the Corps of Engineers and other Federal agencies, and between Congress and the State government on flood control policy and legislation.

THE EXISTING PROJECT

Red River drains an area of 91,000 square miles in Texas, Oklahoma, Arkansas and Louisiana. It is about 1,300 miles long and connects with the Mississippi and Atchafalaya Rivers at Old River, La., from whence it flows to the Gulf of Mexico, principally through the Atchafalaya River.

Important tributaries below Denison Dam are Blue River, Boggy Creek and Kiamichi River in Oklahoma; Little River in Oklahoma and Arkansas; Sulphur River and Cypress Creek in Texas; Loggy Bayou, Bayou Pierre, Saline Bayou, and Cane River in Louisiana; and the Ouachita-Black River system in Arkansas and Louisiana.

The river and its tributaries are subject to frequent destructive floods, caused by general storms of wide geographical extent, and occurring mostly in the eastern or lower portion of the basin. Between Denison Dam and Alexandria, La., the stream is characterized by a wide range in stage, unstable channel and banks, and excessive shoaling and scouring.

Denison Dam was constructed by the Corps of Engineers to control runoff from the upper 38,000 square miles of Red River Basin, which it does very effectively. However, the great flood of 1945 demonstrated that runoff from uncontrolled areas below Denison Dam can produce major floods equal to or greater than the maximum of record.

Partly as a result of the flood of 1945, the existing plan for flood control below Denison Dam was authorized by the Flood Control Act of 1946 as subsequently amended. It provides for controlling floods by means of seven reservoirs, supplemented by local protection such as levees, channel improvements, and bank stabilization works. It is primarily a reservoir plan, since reservoirs account for nearly 90 percent of the estimated cost.

PRESENT STATUS OF PROJECT

The reservoirs reduce flood stages and flows on Red River by temporarily withholding storm runoff from principal tributaries. Although most of these reservoirs are situated outside of the State, they nevertheless are essential to flood control in Louisiana, for the size and extent of levees downstream are predicated upon the reduced flood heights which the reservoirs are expected to accomplish.

The following tabulation shows appropriations made by Congress to date for construction of various features of the project.

Flood control appropriations and authorization, Red River below Denison Dam

Item	Amount of authorization	Appropriated to date	1957 appropriation
Boswell Reservoir	$25,200,000	$128,786	
Hugo Reservoir	22,470,000	60,000	
Millwood Reservoir	55,000,000	196,830	
Cooper Reservoir	12,500,000	125,000	$125,000
Texarkana Reservoir	33,000,000	33,800,000	1,226,000
Ferrells' Bridge Reservoir	20,900,000	7,996,800	4,300,000
Mooringsport Reservoir	11,200,000	69,000	
Black Bayou Reservoir	690,000		
Bayou Bodcau Reservoir	4,421,000	4,076,000	
Wallace Lake Reservoir	1,202,000	1,200,000	
Brown Creek	957,700		
Walnut Bayou	407,500	25,000	25,000
Maniece Bayou	103,700		
Posten Bayou	314,614		
McKinney Bayou and Barkman Creek	760,650	25,000	25,000
Sulphur River	2,534,000		
Bayou Pierre	243,336	243,336	
Red River levees, bank stabilization	9,530,000	6,254,500	575,000
Red River levees, incorporated projects	10,412,964	10,106,700	
Grand total	211,847,450	64,306,952	6,276,000

LOCAL CONTRIBUTIONS FOR FLOOD CONTROL

The frequency of destructive floods led to the creation of 8 levee districts on Red River in Louisiana during the period 1890–1938. All of these districts are active, and together spend an average of $614,000 annually on flood-control work. Engineering and services contributed by the department of public works bring total local expenditures for flood control on Red River in Louisiana to $865,000 each year.

The following table shows total expenditures by each levee board since its organization, and the amount of money this would represent at present prices.

Organized	Levee board	Total expended	Equated to present prices
1890	Red River, Atchafalaya and Bayou Boeuf	$16,883,604	$67,274,000
1892	Bossier	3,583,269	3,976,000
1892	Caddo	11,461,179	52,383,000
1906	North Bossier	201,233	599,000
1930	Nineteenth Louisiana	300,089	809,000
1930	Red River-Bayou Pierre	656,055	1,641,000
1936	Red River, Bayous Darrow and Rigolette	5,122	8,000
1938	Cane River	1,160,395	2,714,000
	Total	34,250,946	129,404,000

RECOMMENDED APPROPRIATIONS FOR 1958 FLOOD CONTROL, RED RIVER BELOW DENISON DAM

A. Construction funds

1. *Bank stabilization.*—Bank stabilization is a fundamental part of the flood control plan on Red River, for the river constantly expends a portion of its great energy in attacking the easily eroded materials through which it flows, thus causing the stream to continuously change its alinement. The caving banks which follow result in hundreds of thousands of dollars in damages each year to agricultural lands, municipalities, highways, railroads, bridges, oil and gas pipelines, and public utilities. The high banks lost are never restored by the river, but are replaced with low sandbars.

Red River Valley ranges from 2 to 12 miles in width. Most of the population of the counties through which the river flows is concentrated in this comparatively narrow belt, and because of easy grades, the trunkline highways and railroads closely follow the river throughout the valley. Hence it is apparent that the greatest values and most fertile lands are affected by caving banks. In Louisiana alone, over 2,300 acres of the best farmlands are totally lost to the river each year, and another 9,000 acres are lost due to levee retirement caused by caving banks. Losses to the levee system have averaged $136,000 annually over the past 10 years, while damages to railroads, highways and public utilities have averaged $200,000 annually. Losses to crops and farmlands average $1,300,000 each year. The situation is critical in many localities, and the bank stabilization program must be accelerated.

After surveying critical locations along Red River where levees, lands, highways, railroads and utilities are threatened by caving banks, the Department of Public Works recommends spending $1 million annually over a 3-year period for the necessary bank stabilization works. The Bureau of the Budget recommendation of $300,000 is far too low to effectively prosecute this program, and it is requested that $1 million be appropriated for the purpose.

2. *Ferrells Bridge Reservoir.*—This dam and reservoir is located on Cypress Creek near Jefferson, Tex., and is also a part of the comprehensive plan for flood control in the Red River Basin below Denison Dam. It will contain 254,800 acre-feet of conservation storage and 578,200 acre-feet of flood control storage and many also serve as a source of municipal and industrial water supply.

Estimated cost of the project is $20,900,000, of which $7,996,800 has been appropriated to date. It is recommended that $3,294,000 be appropriated to continue construction during fiscal year 1958 in accordance with the recommendation of the Bureau of the Budget.

3. *Cooper Reservoir.*—This reservoir was authorized under Public Law 218, 84th Congress, 1st session. It will provide flood control benefits above Texarkana Reservoir, including 5,000 acre-feet of storage for conservation and 130,000 acre-feet for flood control in substitution for 120,000 acre-feet of flood control storage in Texarkana Reservoir.

The dam will be an earth fill type with a height of 42 feet above the valley floor, a length of 17,000 feet at its crest, and will have a gate controlled spillway. The reservoir area will be 12,500 acres at the top of flood control pool and 1,300 acres at top of conservation pool. The estimated cost of the reservoir with levees and certain channel improvements is $12,500,000.

Planning studies have advanced to the stage where construction can begin, and the Department of Public Works recommends that $300,000 be appropriated for this purpose in fiscal 1958.

B. Planning, survey, and definite project report funds

1. *Bank stabilization.*—The existing program for bank stabilization on Red River is neither adequate nor efficient, and is on a scale too small to be very effective. The need for this type of flood protection is increasing, due to the great economic growth now occurring in Red River Valley. The effects of caving banks are becoming more serious and costly.

The entire program is now being reviewed by the Corps of Engineers in the light of existing and prospective conditions, to determine what modifications are necessary and feasible to maintain a stable channel alinement. Estimated cost of this study is $42,400, of which $25,000 has already been made available. The Department of Public Works requests that the remaining $17,400 be appropriated in order to complete the report during the fiscal year 1958.

2. *Hugo Reservoir.*—The site of this reservoir is on the Kiamichi River about 21 miles upstream from its confluence with Red River in Oklahoma. It was authorized by the Flood Control Act of 1946 as a unit in the comprehensive plan

for flood control below Denison Dam. The reservoir would have a flood storage capacity of 830,000 acre-feet and is estimated to cost $22,470,000.

The Department requests that $25,000 be appropriated to continue planning studies.

3. *Boswell Reservoir.*—This is another of the eight reservoirs authorized by the Flood Control Act of 1946. It is located on Boggy Creek about 19 miles upstream from its confluence with Red River in Oklahoma. The reservoir would have a flood storage capacity of 1,094,200 acre-feet and is estimated to cost $25,200,000.

The Department requests that $50,000 be appropriated to continue planning and design.

4. *Cooper Reservoir and channels.*—This is a flood control and water supply project located in northeast Texas, authorized by Public Law 218 of the 84th Congress as a modification of the Flood Control Act of 1946. Estimated Federal cost is $12,500,000, and cost to local interests is $1,302,000. The Department requests that $275,000, as recommended by the Bureau of the Budget, be appropriated to advance the project from planning to the construction stage during fiscal 1958.

C. Millwood Reservoir

This is the largest reservoir of those remaining to be constructed under the authorized project. When completed, it would control 4,100 square miles of area tributary to Red River and would reduce flood stages to the extent that it would not be necessary to raise, enlarge or extend the levee system below Little River in Arkansas.

The waters of Red River are now the subject of an interstate compact involving the States of Texas, Oklahoma, Arkansas, and Louisiana. The Department of Public Works recommends construction of Millwood Reservoir at an early date, provided that the reservoir is operated in accordance with terms of the proposed Red River compact.

Summary of recommended appropriations, flood control, Red River below Denison Dam, fiscal year 1958

A. CONSTRUCTION FUNDS

Project	By Bureau of Budget	By Red River Valley Association
Ferrell's Bridge Reservoir	$3,294,000	$3,294,000
Cooper Reservoir and channels	0	300,000
Denison Dam	0	250,000
Red River levees and bank stabilization	300,000	1,000,000
Maniece Bayou	146,000	146,000
Subtotal	3,740,000	4,990,000

B. PLANNING, SURVEY, AND DEFINITE PROJECT REPORT FUNDS

Red River bank stabilization	$17,400	$17,400
Hugo Reservoir	25,000	25,000
Cooper Reservoir and channels	275,000	275,000
Boswell Reservoir	0	50,000
Subtotal	317,400	367,400
Grand total	4,057,400	5,357,400

The appropriations requested are the minimum consistent with an effective, economical and orderly flood-control policy on Red River, and will permit prosecution of the project on a broader basis than has been possible with the limited funds that have been made available.

LOUISIANA DEPARTMENT OF PUBLIC WORKS,
LORRIS M. WIMBERLY, *Director*,
HU B. MYERS, *Chief Engineer*.

Mr. WATTS. I would like to comment on 1 or 2 items, Mr. Chairman.

One of the main troubles we have in Louisiana is bank stabilization along the Red River. We in the Department of Public Works have

conducted studies on the Red River for a number of years. We make aerial photographs each year to determine the amount of land we are losing and the damages that we are incurring on the Red River in Louisiana.

I would like to cite to you that we are losing in crops and farmlands along the river in Louisiana due to flood damage $1,300,000 per year; railroads, highways, and utilities, $200,000, and on the levee system—setting back levees and putting in new levees—$136,000, so the losses due to the channel not being stabilized in Louisiana amount to over $1,600,000 per year.

We think therefore, we are justified in asking the Bureau of the Budget to increase their recommendation from $300,000 to a minimum of $1 million a year.

I would like to say to you that this brief that we have prepared was prepared before this flood of the past 2 weeks. We do not know yet what the damages will amount to. We are now computing them and they are going to be tremendous.

I would like further to state that these levee boards are not just setting back and waiting for Federal funds to protect themselves. They have spent some $35 million for flood control and flood protection in the Red River Valley, and those figures, if equated to present-day prices, would be something over $125 million.

We are now spending—the State department of public works—in conjunction with these levee boards, close to $1 million a year in that Red River Valley for ourselves.

I would like further to state concerning this reservoir system that our levees in Louisiana have been built. A section of those levees has been predicated upon the completion of these reservoirs, and until these upstream reservoirs are completed our levee system is not going to be adequate to take care of the floods that we have had in the past 2 weeks in Louisiana.

I would like for you to give favorable consideration to the reservoirs and see that we can get them constructed as early as possible.

Mr. CANNON. Thank you, Mr. Watts.

Mr. BROOKS. Mr. Chairman, I would like to introduce three members of the Bossier Levee District from Bossier City, La. They are Mr. R. C. Atkins, Mr. E. S. Neely, and Mr. L. G. Campbell, who is secretary of the board.

The next man that we have is Mr. Dan V. Cresap, district engineer, Louisiana Department of Public Works, Alexandria, La.

STATEMENT OF DAN V. CRESAP

Mr. CRESAP. I want to point out the fact that when the report was given to the Bureau of the Budget we had been in a 3-year drought period and the river was not caving as it ordinarily does. But this

year we have gone back to normal again; we have had our floods, and in the period since February we have had to make three emergency setbacks of levees. One of the levee setbacks at the State line at the north end of the Bossier district, could not be started soon enough by contract. It was a superemergency and equipment had to be moved in and the extra emergency levee built to hold the river back until such time as the emergency levee could be built.

The river is caving in on all stretches and it is becoming quite critical to the levees in 10 places that I have listed here, and the cost estimated to revet and stabilize just these 10 places which are critical is $2,400,000.

Now, with $300,000 we would not be in a position to even complete the levee setbacks which have to be built before the next high water. As far as the stabilization program is concerned, which must be done to preserve the banks and the levees, we need at least $1 million now, and more if we can get it.

The State line levee caved back a quarter of a mile since February.

Mr. CANNON. How far is that from the confluence with the Mississippi River?

Mr. CRESAP. This is 350 miles above the confluence.

This [indicating] is a picture of the caving. This is when the emergency levee was authorized to be built, and before it could be built this levee [indicating] had to be built to hold the river out. The river is now operating on its procedure of caving levees in, losing banks, and unless this appropriation of $300,000—which was based on a dry year and not on a normal wet year—is granted, we will be faced with flooding again.

I thank you.

STATEMENT OF W. CROSBY PEGUES, JR.

Mr. BROOKS. Mr. Chairman, I would like to present Mr. W. Crosby Pegues, Jr., general counsel, Louisiana Department of Highways, Baton Rouge, La. He would like to have permission to file a statement.

Mr. CANNON. Without objection he may file a statement at this point.

(Statement to be filed.)

STATEMENT OF E. J. JANDACEK

Mr. BROOKS. I would like now to present Mr. E. J. Jandacek, assistant chief engineer, Texas Gas Transmission Corp., Owensboro, Ky.

Mr. JANDACEK. I would like to file this statement.

Mr. CANNON. Without objection it will be inserted in the record at this point.

(The statement referred to is as follows:)

STATEMENT BY E. J. JANDACEK, ASSISTANT CHIEF ENGINEER, TEXAS GAS TRANSMISSION CORP., OWENSBORO, KY.

Substantially 1 billion cubic feet of gas is transported daily to consumers from Mississippi to Ohio by Texas Gas Transmission Corp. Except for a small quantity purchased in the old Monroe and Sligo fields near Monroe and Shreveport, La., respectively, all of our supply crosses Red River, either through our own or our suppliers' lines. Consequently, we are interested in the stabilization of Red River banks, not only at our crossings of the river below Shreveport and

Alexandria, but also those of our suppliers whose lines cross between Alexandria and the Arkansas State line. In addition, several other pipeline companies' lines cross Red River either by a submarine or overhead crossing; in either type, stabilization of banks is important.

In other words, all of our customers using a billion cubic feet of natural gas per day depend upon the stability of our lines and our suppliers' lines at crossings of Red River. Failure of one of the lines due to caving banks would curtail service to many of our customers. Failure due to caving banks usually occurs during a high-water stage when it is difficult and practically impossible to make repairs. It is quite often 30 to 90 days before the high waters recede and repairs can be made.

We have had considerable difficulty with our crossing of Red River below Shreveport. Since 1950 we had to set the lines farther into the bank twice at a total cost of about $325,000. We believe our troubles are over in this particular location since the bank stabilization program for the 1955–56 construction included stabilization of the bend. We appreciate the continued combined efforts of the United States Army engineers and Red River Valley Association in bringing Red River under control and especially for the work in the vicinity of our crossing below Shreveport. Stabilization of the bank in this location will assure uninterruption of service for consumers using about 200 million cubic feet daily in the Mississippi and Ohio River Valleys. We were pleased that the stabilization of this particular bend was in the overall plan of bank stabilization and want to thank those responsible for completion of this work.

There is definitely is need for security of natural-gas pipelines across rivers, especially Red River, to insure delivery of natural gas to the Mississippi and Ohio River Valley consumers. During the past few years many large plants have been built or are being built in the Ohio River Valley. The Atomic Energy Commission plants at Paducah, Ky., and Portsmouth, Ohio, are the largest. The Aluminum Company of America is now building a plant near Newburgh, Ind., and has options on land near Henderson, Ky. In addition to the above, other industries, such as power developers and chemical manufacturers, have selected the Ohio River for expanding their business. As industry expands, the domestic needs for natural gas also increase. This also shows that we are but one of the many industries vitally interested in the bank-stabilization program since there are so many others dependent on uninterrupted delivery of natural gas to their plants.

We have observed bank stabilization work previously done by the United States Army engineers in various locations on the Red and Mississippi Rivers and find that it is doing the job. Immediate benefits adjacent to the rivers are realized by the highways, railroads, landowners, utilities, etc., and a far-reaching benefit is realized by taxpayers who are consumers of natural gas in the entire east portion of the United States. Money spent on this kind of work is worth while, and we recommend that the amount requested by the Red River Valley Association and United States Army engineers which is needed to continue bank stabilization work be approved by this subcommittee.

Mr. JANDACEK. I would like to briefly outline why the pipeline company is interested in bank-stabilization work. We transport about 1 billion cubic feet of gas every day from Texas and Louisiana, and just about every bit of it has to cross the Red River between Alexandria and Shreveport. That is done either through our lines or our suppliers' lines that come to a common point, and we deliver it northeast to the Mississippi Valley and the Ohio River Valley. So any failure of a line due to caving banks of the Red River would mean a curtailment of service to people all along the Mississippi and the Ohio River Valley.

Consequently, we want to be sure to have the necessary gas for them.

We have two lines of our own, one below Alexandria and one below Shreveport. The one below Shreveport has given us a lot of trouble. It was built in 1949. Inside of a year's time the high water came along, and we lost 500 feet of bank, and we had to move the line. Two or three years later we lost another 500 feet of the bank, and we

had to move the line again. That cost us about $325,000. Of course, the failure of a line would not be so bad if you could get in and repair it right away. But the thing about it is, what usually happens during high water is that it takes 30 to 90 days before you can get in and repair the line. So that is what makes it bad.

We follow the streams pretty closely, and any place where there is bank stabilization work done it does the job and makes the bank secure.

As I have said, our lines are secure and we can insure delivery of gas under those conditions.

Also, the Ohio River Valley has developed so lately—there is the Atomic Energy Commission and the Aluminum Co. and other companies—that there is a greater demand for natural gas by industry and domestic users, so again it is very important that we do not have a curtailment of gas in any of those areas.

In view of the benefits derived by the landowners, the utilities and the roads and highways, we would like to see this committee approve the amount needed to further the work of bank stabilization.

Mr. CANNON. Thank you, Mr. Janacek.

STATEMENT OF NED W. JENKINS

Mr. BROOKS. Next I would like to introduce Mr. Ned W. Jenkins, representing the Bayou Pierre Levee District, Mansfield, La.

Mr. JENKINS. It is very difficult for me to say in 1 minute what I think about all the year, but I am going to try to give you one angle of it very briefly, and it is regarding bank stabilization.

I have brought along an interesting piece of photography on a breakthrough. Here is an aerial photograph made in 1949. Here is a photostat from the air and the movement of the river in the last 7 years. That just went through and finished that farming area [indicating].

You people have heard from me a good bit about bank stabilization through the years. I want to bring this particular physical fact to you—that these recurring high waters are continuously building these bars in the curves of the river. At the same time, the big bars throw the river into the opposite bank and we have that tremendous caving which you will see illustrated in that picture. We have the continued sloughing and loss of banks and the addition of more silt in the river and subsequently the much larger sandbars. It is a vicious circle.

Gentlemen, I have said to you many times, and I am sure you do not mind my repeating it, we who have studied the river over a period of years sincerely believe that the cost of bank stabilization would be less than the loss, the constant recurring loss, of setting back and rebuilding levees as we lose them; that the physical loss of property and the cost of setbacks is much higher than the stabilization program.

We have asked year after year for $1 million, which we think is a minimum. It will not complete a program. It is just a minimum program to meet these emergencies such as we have just been confronted with with this 41½ flood stage of the river.

Mr. CANNON. How much is allowed here by the budget?

Mr. JENKINS. $300,000, sir. We did get a little over $500,000 last year. We have been able to do more work. Now with the flood on us at the moment, we have 380,000 acres under water this morning.

We are in dire need for stabilization work; $1 million will just start it. If possible, it should be a consistent program, Mr. Chairman.

Mr. CANNON. By a "consistent program" you do not mean an annual program?

Mr. JENKINS. An annual program; yes. I mean a consistent fight, if you will, a comprehensive fight through an annual program to control that river. We are losing millions of dollars. We are losing the best land we have and we are losing, I think, on the economic side in the way that we are spending our money for levee setbacks. It is a very difficult stream.

Now, I have a statement that I would like to file for the record.

Mr. CANNON. Without objection, it will be inserted in the record at this point.

(The statement referred to is as follows:)

BRIEF PRESENTED BY NED W. JENKINS, REPRESENTING RED RIVER-BAYOU PIERRE LEVEE AND DRAINAGE DISTRICT OF LOUISIANA

Gentlemen of the committee, it has been my privilege to appear before you many times regarding the stabilization of the banks of the Red River. This time, I hope to present the matter to you from a slightly different viewpoint; viz, the economics of the preservation of a great natural resources.

Agriculture in every category has produced in excess of our needs. This we all know. It has been done with half the manpower used in previous years, but with equipment and know-how. This is a temporary situation—a transition period, if you will—when supply and demand are out of balance. The population increase and the great movement from the farms to industry will correct this. It is my earnest belief that it is in the national interest to protect and conserve these better lands. These are not subsistence farms; they are production machines. We do not have subsistence farms any more down our way, particularly in the river valleys. I know that they exist in the East, as in Pennsylvania and Virginia. I have seen and visited them. Anyway, we don't have them any more, for a majority of such families were not content with the low standards of living, and moved to industry and to other jobs. I live in a small parish where, 20 years ago, there was a population of 33,000. It is now 24,000. The few towns have grown in that period, for these people have left the farms. We may need their producing capacity again within a few years, but I don't think that they are coming back.

Let me bring back to you this thought. Our good farms are there. They are operating and producing a great variety of products, and they are primarily in the valley alluvial lands affected by the river.

The stabilization of the banks of the Red isn't one big job. It could be done that way, but we know that such funds cannot be appropriated, and that the local government and local taxpaying interests could not meet their part in one lump sum. But this can be done over a period of years with Federal and local funds, and with a well-planned comprehensive program. A great job has been done on flood control through such a program. That isn't complete, but it can be in the foreseeable future. Can we not afford such a plan of bank stabilization? I do not think that we can afford not to.

We have large towns and communities along the river; the railroads and highways parallel and bisect it. When they were built and building, they were on safe ground except for overflows. Now they are not safe any longer.

The physical facts are these, and we can supply you with all kinds of aerial photographs and other evidence to support our position. The river is very crooked and winding, and has formed huge sandbars. Where these continue to form and enlarge, and they are doing it yearly, the river is thrown into the opposite bank. It is just an annual "1, 2, 3." These banks sluff and cave, furnishing more silt and forming still larger bars. We continue to lose more levees and more lands and improvements. We move the levees back, and they are good until the river cuts into them again. The costs are high and the losses are high. I have said to the committee before, and take the liberty of repeating, that we think the cost of bank stabilization would be far less than the losses and the replacement costs of the levees.

In my many years on this river and in its valley, I have seen entire farms go within just a few years. The entire investment was lost, as well as the production. We are going to need these farms and their production down through the years. Cannot we finance a reasonable plan for doing this? I think that we owe it to our people, and it is for them that I present my appeal for a program that will conserve and save their resources.

In our district, only last week, the river cut through and changed its course. I brought along an aerial photograph to show you where the river was in 1949 and where it is today. Three large farms involved here are now on an island; an entire community may have to move. So will the railroad and United States highway—not a pleasant prospect. I was there last week, with the river at flood stage of 41.4 and flowing somewhat above the level of the floors of the homes involved. The levees will hold if the river doesn't cut them away.

Gentlemen, that's my case for the stabilization of the banks. We need it, and need it badly.

Mr. BROOKS. We have Mr. J. H. Williams, president of the Cane River Levee District, Natchitoches, La.

STATEMENT OF J. H. WILLIAMS

Mr. WILLIAMS. I am J. H. Williams, president of the Cane River Levee District, Natchitoches, La.

We wish to endorse the entire program of the Red River Valley Association. However, we wish to put emphasis on the revetment work on the Red River because at the present time we feel as though it is one of the most important, if not the most important, thing we have to face.

I have here pictures of one particular bend that we know as the Herman Taylor Bend in Natchitoches Parish in the Cane River Levee District that I would like to file. Here is also a picture of an emergency levee that was thrown up at the time to protect this bend. In fact, I would say it is a picture of three emergency levees that were thrown up because part of the emergency levee caved off during the flood and another one was thrown up, and there was one a little farther down that was also all right.

I have a statement that I would like to file.

Mr. CANNON. Without objection, it will be filed at this point in the record.

(The statement referred to is as follows:)

STATEMENT OF J. H. WILLIAMS, PRESIDENT, AND ARTHUR C. WATSON, ASSISTANT SECRETARY, CANE RIVER LEVEE BOARD OF NATCHITOCHES, LA.

We are making this statement in support of the requests of the Red River Valley Association for an appropriation of $1 million during the fiscal year 1957–58 for bank stabilization along the Red River. We feel that it is urgent that action be taken as soon as possible to stabilize the caving banks all up and down the Red. Valuable farmland is being lost every year and improvements amounting to hundreds of thousands of dollars have to either be moved or abandoned on caving banks.

At the present time we have no bank-stabilization projects whatever in Natchitoches Parish on either side of the Red River. There are some revetments, dikes, etc., in the river in Red River Parish, in Caddo Parish, and Bossier above us. We strongly urge that bank stabilization be commenced from Grand Ecore south. Grand Ecore is a rock bluff and is a fixed point from which we could commence bank-stabilization work with some hopes of its permanence.

Just below Grand Ecore at a spot which we call the Herman Taylor Bend, and which we believe the Corps of Engineers calls Tiger Island Bend, we have a very bad caving bank situation. At this point the Red River has eaten away nearly a thousand feet of high land in the past 10-year period. At the present time Red River is within 500 feet of Cane River Lake which runs by the city of Natchitoches.

Cane River Lake is the old bed of Red River, which was abandoned when the Red changed its course something over a hundred years ago. It is true that a second dam has been built in Cane River Lake below the caving area, but if, however, the Red cuts into the upper lake we are very dubious about the effect that might result through swirling waters, eddies, and so forth, and believe there is a strong danger of erosion due to the very peculiar layout of the land.

In any event, if this bank is permitted to cave into Cane River Lake the actual losses involved are as follows:

1. Cost of levee setback	$85,000
2. To gravel top of levee	10,000
3. Relocation of the city of Natchitoches sewer outfall to a more permanent location	100,000
4. Buildings, improvements, roads, levees, dams, floodgates, etc., which will have to be removed or reconstructed	79,300
5. Value of land lost due to caving bank in a 50-year period	150,000

Item 4 above includes value of several barns and houses, fences, powerlines, the gravel road and the present upper dam on Cane River Lake, together with pipe and floodgate through said dam.

In addition to this, this figure includes the cost of relocating a telephone cable, which runs under the Red River at this point and a powerline which crosses Red River at this point. These two utilities will have to be relocated if the bank continues to cave in this area and the cost of relocation will run into many thousands of dollars.

The city of Natchitoches has its main sewer outfall line at this particular point and here again if the caving bank is not stopped, the city will have to rebuild the entire sewer outfall to a more permanent location, probably further downstream. The estimated cost of this relocation of the double sewer line is $100,000 as stated above.

In addition to this, of course, the land along upper Cane River Lake is very valuable for building sites, as well as farm land. There are at least 390 acres of farm land presently valued at $500 per acre, or $195,000, which would be reduced to pasture land worth approximately $100 an acre. This would show a loss of $156,000 in the event that Red River caves into Cane River Lake at this point.

Furthermore, upper Cane River Lake is a beautiful recreational lake and historical land mark. There are approximately 240 building sites around upper Cane River Lake, which are presently worth at least $1,500 each, or a total of $360,000. The lake for recreational purposes should be worth $50,000. Upper Cane River Lake would be transformed from a beautiful lake and historical land mark to a useless, unsanitary area if Red River is permitted to cave into it. Furthermore, the building sites mentioned above would have no value except for possibly pasture land, which would show a loss of $248,980.

The total cost of bank revetment in this area is estimated at probably $150,000. It is quite easy to see that from an economical viewpoint, it is certainly worthwhile to attempt bank protection in this area where we have a potential loss running close to a million dollars as against a possible expenditure of only $150,000. In addition to the monetary savings, we have the fact that the construction of revetments or bank protection would take care of the possible danger to the city of Natchitoches if the caving continues.

We respectfully urge, therefore, that this committee do approve the $1 million for bank stabilization, which we are requesting in order that bank protection works in this particular area may be constructed together with other dangerous spots in the Red River Valley.

Mr. BROOKS. Mr. Chairman, I would like now to present Mr. K. D. McCoy, member of the Cane River Levee District of Natchitoches, La., and Mr. Arthur C. Watson, secretary.

Mr. WATSON. I have some pictures that I would like to file.

Mr. BROOKS. I would like now to introduce Mr. R. C. Anderson, president, Mr. J. W. Morton, vice president of the Caddo Levee District, Shreveport, La., Mr. Morris Roberson, member of the Caddo Levee District, and Mr. W. L. Sibley, member of the Caddo Levee District, and Mr. W. H. Lambdin, commissioner of streets and parks, city of Alexandria, La.

Mr. LAMBDIN. Mr. Chairman and gentlemen, I just want to say that we were fortunate in being able to get out of Alexandria. If we had left a day later we would not have been able to go to Shreveport. We have hit the high crest now.

I would like to file a statement at a later date.

Mr. CANNON. You will be granted permission to do so.

(Statement to be filed.)

Mr. BROOKS. I would like now to present Mr. Donald M. Garrett, secretary, Red River, Atchafalaya and Bayou Boeuf Levee District, Alexandria, La.

Mr. CANNON. We are glad to have you, Mr. Garrett.

Mr. BROOKS. The following witnesses, Mr. Chairman and gentlemen, I am presenting in behalf of Mr. Oren Harris, because they are from his district in Arkansas.

STATEMENT OF JOHN BOGARD

I would like to present Mr. John Bogard, a member of the Walnut Bayou Drainage District.

Mr. BOGARD. We would like to file a statement.

Mr. CANNON. It will be filed at this point.

(The statement is as follows:)

MAY 16, 1957.

HOUSE OF REPRESENTATIVES,
Subcommittee on Appropriations for Civil Functions,
Congress of the United States, Washington, D. C.

GENTLEMEN: It is respectfully requested that the Congress appropriate to the Corps of Engineers, Department of the Army, the sum of $200,000 to be used by that Department to initiate construction upon the authorized improvement of Walnut Bayou, Little River County, Ark., a tributary of Red River.

In support of this request, it will be noted that, pursuant to congressional authorization, the Secretary of the Army on April 22, 1954, addressed his letter to the Speaker of the House of Representatives, transmitting certain reports, surveys, letters and illustrations, all of which were embodied in and printed as House Document No. 488 of the 83d Congress, 2d session. Included therein is the recommendation of the Corps of Engineers for channel improvement along Walnut Bayou, Ark., and a diversion channel therefrom to Red River, as a part of the overall program for improvement and flood control upon Red River. (See Report of the Chief of Engineers, Department of the Army, dated March 15. 1954: H. Doc. No. 488, p. 3, par. 5, subpar. (b) 3.)

During the 1st session of the 84th Congress, through the enactment of H. R. 4362, the Congress approved the improvements recommended in House Document No. 488 and authorized the appropriation of such sums as may be necessary to carry out the recommended work.

It is of public interest and welfare that construction be begun immediately upon the approved Walnut Bayou project and that a sum of not less than $200,000 be appropriated for that purpose at the earliest possible time.

The watershed of Walnut Bayou consists of 141 square miles of which approximately 25,000 acres are flooded from 1 to 3 times each year. Attempts to cultivate this 25,000 acres in the past have resulted in consistent loss of crops, seed, fertilizer and labor.

The principal part of this watershed, including all of the 25,000 acres subject to flooding, is situated in the rich, alluvial Red River Valley, which is widely noted for its excellent agricultural potential. Additionally, there are 30,000 acres of valley land within this watershed which are not flooded but will receive benefit from the authorized work through the improvement of natural drainage.

In general, the flooding of agricultural lands places limitations upon their use. In view of the possibility of loss of crops by floods, less intensive cultivation may be practiced, seed of lower quality and less cost may be sown, less fertilizer may be

applied than for lands less likely to suffer crop loss, crop rotation may be limited, and some lands otherwise suitable for crops may not be cleared and cultivated. If it were not for these farm practices which limit the amount and nature of crops, flood losses would be greater when floods occur and the amount of damages prevented when floods are controlled would be greater. Experience has shown that lessening or eliminating the threat of floods results in more productive farming practices.

Since the area and the communities in and around this watershed are in large part economically dependent upon agricultural production within the area of the authorized improvement, the completion of such improvement would result in intangible benefits to persons not immediately occupied in agricultural pursuits. Other intangible benefits include relief from a health problem due to the prevalence of malaria and other public-health nuisances which come from flooding.

While the authorized improvement upon Walnut Bayou remains unaccomplished, an annual average direct flood loss of $80,000 results as well as the intangible losses mentioned in the preceding paragraph which cannot be evaluated in dollars and cents. Completion of the project will end further loss of property as a result of flooding in the watershed, eliminate a hazard to public health resulting from the natural consequences of flooding, and stabilize the economy of the area and communities involved.

Landowners within the area of the proposed work have formed a body politic in the nature of a drainage district to give the Government such local assurances as may be necessary to accomplish the proposed work.

Respectfully submitted.

JOHN BOGARD,
Commissioner, Walnut Bayou Drainage District.

STATEMENT OF WORTH MATTESON, JR.

Mr. BROOKS. I would like to introduce Mr. Worth Matteson, Jr., member of the Walnut Bayou Drainage District.

Mr. CANNON. We are very glad to have you with us, Mr. Matteson.

Mr. BROOKS. Next I would like to introduce Mr. Robert Lowe, attorney, Barkman Creek, Bayou McKinney Drainage District, Texarkana, Ark.

Mr. CANNON. Mr. Lowe, do you have anything to say?

STATEMENT OF ROBERT M. LOWE

Mr. LOWE. I hope the committee will give my statement careful attention, and I will be glad to rest on the statement.

Mr. CANNON. The statement will be made a part of the record.

(The statement referred to is as follows:)

MAY 16, 1957.

SUBCOMMITTEE ON APPROPRIATIONS FOR CIVIL FUNCTIONS,
HOUSE APPROPRIATIONS COMMITTEE,
Congress of the United States, Washington, D. C.

GENTLEMEN: It is hereby respectfully requested that the Congress appropriate to the Corps of Engineers, Department of the Army, the sum of $200,000, to be used to complete engineering planning and initiate construction upon the proposed improvement of McKinney Bayou and its tributary Barkman Creek, situated in Miller County, Ark., and Bowie County, Tex., which streams are tributaries of Red River.

In support of this request, it will be noted that, pursuant to congressional authorization, the Secretary of the Army on April 22, 1954, addressed his letter to the Speaker of the House of Representatives, transmitting certain reports, surveys, letters, and illustrations, all of which were embodied in and printed as House Document No. 488 of the 83d Congress, 2d session. Included therein is the following recommendation of the Corps of Engineers:

"(e) Improvement of McKinney Bayou and tributary Barkman Creek, Ark. and Tex., to consist of—

"(1) Channel clearing, realinement, and enlargement of McKinney Bayou

below mile 50; the enlargement of existing hillside floodway levee between miles 12 and 14 and the extension thereof upstream to the mouth of Red Chute, mile 27, thence up Red Chute for 2 miles; the construction of a new levee and closure of high water outlets between miles 31 and 43 and the construction of appurtenant drainage works including a floodgate; all of which would benefit about 26,000 acres of cropland.

"(2) Channel clearing, realinement, and enlargement, along Barkman Creek below the mouth of Jones Creek, mile 11, and along the canal for its diversion into Red River at mile 494, with construction of a supplementary new floodway levee and appurtenant drainage works which would benefit about 4,000 acres of cropland. * * *" (See H. Doc. No. 488, p. 27.)

During the 1st session of the 84th Congress, through the enactment of H. R. 4362, the Congress approved the improvements recommended in House Document No. 488 and authorized the appropriation of such sums as may be necessary to carry out such work.

It is of public interest and welfare that engineering planning be completed and construction begun immediately upon the approved McKinney Bayou-Barkman Creek project and that a sum of not less than $200,000 be appropriated for those purposes during this session of Congress.

The watersheds of McKinney Bayou and Barkman Creek consist of 450 square miles, of which approximately 30,000 acres are flooded from 1 to 3 times each year. Attempts to cultivate this 30,000 acres in the past have resulted in consistent loss of crops, seed, fertilizer, and labor. As a matter of fact, the lowlands in these 2 watersheds have suffered 2 disastrous floods within the last 2 months. Few of the farmers in the area have their crops planted and their lands remain, at this time, too wet to plow. These crops should have been planted at least a month ago, and any plantings completed hereafter can only result in seriously limited production. Thousands of acres of alfalfa and pasture crops have been destroyed this spring by these floods.

The principal parts of these watersheds, including all of the 30,000 acres subject to flooding, are situated in the rich, alluvial Red River Valley, which is widely noted for its excellent agricultural potential. In addition, there are 40,000 acres of valley land within the watersheds which are not flooded annually but which will receive benefit through the improvement of their natural drainage.

To emphasize the immediate need for improvement of these tributaries of Red River, it must be pointed out that both McKinney Bayou and Barkman Creek have become filled with sediment through the years and that a bulkhead was constructed many years ago across the natural course of McKinney Bayou in its lower reaches. Additionally, there has been experienced a growth of timber and underbrush within the natural channel of both streams. All of the above factors have resulted in the loss of the natural drainage value of these streams and adequate drainage for the watersheds involved can only be had through the accomplishment of the authorized improvement.

The benefit resulting from this improvement will inure, not only to croplands, but will remove the threat of floods in the future from United States Highways No. 67 and No. 82 which cross these watersheds, as well as threats of flood to many State and county roads within the area.

Aside from the direct benefits which will be received through this improvement as set out above, it may be noted further that the economic prosperity of the areas within these watersheds and of the communities within such areas depends considerably upon the agricultural production within the watersheds. Security from floods in the agricultural areas will, of course, be reflected in the economic stability of all communities involved. Other intangible benefits include relief from a health problem due to the prevalence of malaria and other public health problems resulting from flooding conditions.

While the authorized improvement upon McKinney Bayou and Barkman Creek remains unaccomplished, an annual average direct flood loss of $199,000 results, as well as the intangible losses mentioned in the preceding paragraph which cannot be evaluated in dollars and cents. Completion of the project will end further loss of property as a result of flooding in the watersheds, eliminate a hazard to public health resulting from the natural consequences of flooding, and stabilize the economy of the area and communities involved.

The Corps of Engineers has assigned a benefit-cost ratio to this project of 3 to 1. Observation of many budgeted projects reveals a much lower benefit-cost ratio.

Landowners within the watersheds involved have formed a body politic in the form of a drainage district, which district has given the Federal Government all required local assurances.

Respectfully submitted.

ROBERT M LOWE.

STATEMENT OF L. R. MATTHIAS

Mr. BROOKS. The last witness is Mr. L. R. Matthias, executive vice president, Red River Valley Association, Shreveport, La.

Mr. MATTHIAS. Mr. Chairman and members of the committee, we have filed our statements and pictures, and the pictures, I think, are clear evidence of the situation we have before us.

We thank you for your courtesy, and I will not take up any more of your time.

Mr. CANNON. Thank you, Mr. Matthias.

Mr. BROOKS. That completes our case, Mr. Chairman and gentlemen, and let me thank you again for the nice presentation that you permitted before this fine committee. We appreciate it very much.

THURSDAY, MAY 16, 1957.

RECREATION FACILITIES ON THE DENISON DAM AND RESERVOIR, RED RIVER, OKLA. AND TEX. (LAKE TEXOMA)

WITNESSES

HON. SAM RAYBURN, SPEAKER OF THE HOUSE OF REPRESENTATIVES

R. L. McKINNEY, REPRESENTING THE CITY OF DENISON, TEX.

GIFFORD McBRIDE, PRESIDENT, LAKE TEXOMA ASSOCIATION, KINGSTON, OKLA.

Mr. CANNON. We have with us the distinguished gentleman from Texas, Speaker Rayburn.

Speaker RAYBURN. Mr. Chairman and members of the committee, I have come to introduce two people who are going to speak to you about some improvements around Lake Texoma.

Last year you were good enough to give us $250,000. Somehow the budget this year failed to remember us. Last year we talked about a 3-year program of $250,000 a year to take care of access roads, camping, and other things of that kind.

Now, I might say that in this area more people visit Lake Texoma than any other park area in the United States. Last year more than 7 million people, by count, visited that area and we must expand the facilities there. We must have roads so that they can get in and out and keep that great recreational center going.

It is a large lake. When it is full, as it is now, it has 1,200 miles of shoreline and people from Oklahoma, Texas, and from all over the Southwest go there for their recreation because we do not have too many recreational facilities four or five hundred miles from the gulf.

Therefore, we are asking you today to help us carry on this program of making it convenient so that these people can go there and be comfortable.

I will say one thing about that area, when it was laid out I insisted, and the engineers agreed, that there would be a great deal of public area. They could lease much of the ground to people who wanted to build recreational centers or cabins, but we have kept plenty of it, more than plenty, where people can go and park their cars, take their boat off and go into the lake. That is strictly devoted to the public. We want that made comfortable for them. We want water, sewerage, and roads that they can get there on.

Now we have here today Mr. Layton McKinney from Denison and Mr. McBride, who is president of the Lake Texoma Association.

I thank you very much, Mr. Chairman.

Mr. CANNON. Thank you very much, Mr. Speaker.

We will now hear from Mr. McKinney.

STATEMENT OF R. L. McKINNEY

Mr. McKINNEY. Mr. Chairman and members of the committee, the Speaker has ably presented our cause. As he told you, we have more people attending Lake Texoma every year than any other national park, national forest, or Federal reservoir. We feel that this appropriation of $250,000 is needed to complete the program which has been started in the interest of public health and safety, and we urge the committee to recommend this appropriation for another year.

I have a statement that I would like to insert in the record at this point.

Mr. CANNON. Without objection it will be inserted in the record at this point.

(The statement referred to is as follows:)

STATEMENT IN SUPPORT OF THE REQUEST FOR A $250,000 APPROPRIATION FOR RECREATIONAL FACILITIES ON THE DENISON DAM AND RESERVOIR, RED RIVER, OKLA. AND TEX. (LAKE TEXOMA)

I am R. L. McKinney, Jr., of Denison, Tex., representing the Denison Chamber of Commerce, and the Lake Texoma Association, which is made up of the cities of Gainesville, Whitesboro, Sherman, and Denison, Tex., and Durant, Madill, Tishomingo, and Marietta, Okla., as well as various smaller communties in the Lake Texoma area. You who were members of the subcommittee last year recall that a 3-year program was requested calling for the expenditure of $750,000 for recreational purposes at the Denison Dam and Reservoir, Red River, Okla., and Tex. (Lake Texoma). This was to have been spent by the Corps of Engineers at the rate of $250,000 per year. Last year, the Congress appropriated the first $250,000. We appreciate this appropriation very much and a great amount of work was accomplished but the full value of this work will not be realized unless the entire program is carried to a conclusion, with the completion of roads, boat-launching sites, public toilets, campgrounds and other necessary facilities. For example, seven concrete boat launching sites were constructed at the low-water level, to be completed this year so that they may also be used when the lake is at its normal level. All are needed for public health and safety. Lake Texoma has been the top tourist attraction for the past 5 years, including all national parks, forests, monuments, and Federal reservoirs. Exhibit A from the March 29, 1957, issue of U. S. News & World Report is attached.

Attendance figures for Lake Texoma the past 7 years are as follows:

1950	3, 657, 229	1954	5, 108, 908
1951	3, 451, 128	1955	6, 598, 704
1952	4, 574, 512	1956	7, 471, 633
1953	3, 986, 530		

The large public use attendance of Lake Texoma is not only due to its being located in a fast-growing, thickly populated area but to the construction of

numerous public use facilities with private capital, varying from fishing barges and camps to resort hotels. In addition, both States have located large State parks on the lake, with Texoma State Park in Oklahoma already developed and Eisenhower State Park in Texas being opened this year. The seven homesite areas around the lake are also rapidly being developed to capacity and a number of private homesite areas are open and being developed. Exhibit B, map of public use areas drawn by the Corps of Engineers, is attached.[1] A body of water of this kind will attract people and they will come whether facilities have been provided or not. Thus, a hazard to public safety is created.

It therefore becomes the obligation of the Federal Government to provide public use facilities to take care of the people.

Private capital has already gone a long way toward taking care of the Federal obligation, attracting more and more people and necessitating the development of more and more areas. Church groups, the Boy Scouts, and other fraternal and civic organizations have established camps, drawing still additional people.

With over 8 million visitors predicted for Texoma in 1957, we respectfully urge this committee to recommend the completion of the 3-year program and the appropriation of the second $250,000 this year.

It's Getting Crowded In the Great Outdoors

Almost every American, it seems, wants to hunt or fish or have his own motorboat. The recreation business is booming and the outdoors has less elbowroom. Government, looking ahead, is opening up more of the wilderness.

Americans, more than ever before, are pushing out into the great open spaces in the search for recreation and sightseeing.

In this year there will be more than 400 million visitors at the National and State parks, the manmade lakes that spread behind the Nation's dams, and national forests and wildlife refuges.

This urge of Americans to get out into the open—to go camping, boating, hunting, and fishing, as well as to see the sights—is a fact of major importance both to the Government and to industry.

Billions invested.—The boating industry of this country in the years since World War II has grown past the billion-dollar class. Hunting and fishing, with the travel that they involve and the equipment that they require, run into an annual expenditure now estimated at $3 billion.

When to these sums are added the additional billions of dollars that people spend just to travel and see the country—staying at resorts, motels and hotels, and spending money on rail and plane tickets, in filling stations and restaurants, on clothing and gadgets—an idea can be had of the weight being given to the Nation's recreational facilities.

Pressure of people upon these facilities is straining them close to the breaking point during vacation seasons. The rush to the outdoors in recent years can be measured by the chart on these pages.

Long-range plans.—In the national parks, a 10-year program of improvement was begun last year. In the national forests, a 5-year plan to double camping and picnic grounds now is before Congress. Yet, long before all the new roads are built or all the new structures can be provided, crowds are outstripping the expansion that is planned.

It is around the lakes backed up behind the Nation's giant dams, however, that the flood of pleasure seekers is being described as "simply amazing." In the last year, 100 million visitors showed up at these lakes in the Tennessee Valley, in California, in Georgia, in Washington, in Texas, in South Dakota and in many other areas all across the country—lakes created by the Reclamation Bureau and Tennessee Valley Authority, as well as by Army engineers.

As one official expressed his own amazement: "If anybody had told me 10 years ago that I would ever see sailboats in South Dakota, I'd have thought he was out of his head. But I've even seen people running sailboat races out there in the middle of the plains, on Gavins Point Reservoir."

Some of the finest duck and goose shooting in the country is found around the big lakes and some wildlife refuges, from Mattamuskeet in North Carolina to Tule Lake in California.

Bass fishing is at its best in many of the big lakes. Record-size bass are taken each year in the Dale Hollow Reservoir in Tennessee—and Western States, where bass were almost unknown in days before the dams, now have excellent bass fishing in places such as Lake Mead in Arizona.

---

[1] The map referred to was filed with the committee.

The boom in boating, too, centers on the big lakes behind the dams. A look at the strip of Plains States—the Dakotas, Nebraska, Kansas, Oklahoma and Texas—shows the revolution in recreation. In an area that once had few big bodies of water, the artificial inland seas now are drawing 30 million visitors a year. Millions own or rent boats and outboard motors.

Biggest drawing card in the country is one of these plains lakes—Lake Texoma, created by damming the Red River on the Oklahoma-Texas border. This year an estimated 8 million visitors are expected there.

The surge to the outdoors, coming suddenly, is causing concern in Congress and among administration officials. A new look ahead is being taken.

Some wilderness left.—Despite the great recent growth in population, there still is lots of wide-open space to be developed in America. State and national forests and other public lands spread over many millions of acres. There still is primitive wilderness in the West.

Intensified and expanded management of all these outdoor resources now is gaining support among many Members of Congress. The boom in the outdoors caught many Congressmen and officials unaware; now there is a rush to catch up, open more trails into the outdoors, and to plan ahead for a population expected to top 300 million only 36 years from now.

Big question is this: If the outdoors already is getting jammed, what will it be like when there are nearly twice as many people in the Nation?

The answer may be provided under a bill, sponsored by both Republicans and Democrats, that now is before Congress. Under this proposed law, a special commission would take inventory of facilities now available or being built, size up forests and waters that can be used in the future, and produce two plans. One would call for development desired in the next 10 years, another for facilities likely to be demanded by pleasure seekers in the year 2000.

Some answers already appear visible to officials.

Eighty million visitors by 1961.—The National Park Service is getting full backing from Congress for its 10-year plan to spend $476 million to expand roads, trails, and accommodations in the parks. The plan anticipates 80 million park visitors by 1966. Already it looks too small to Conrad L. Wirth, Director of the Park Service. At present rates of growth, the 80 million sightseers will be in the parks by 1961—and facilities still will be overrun.

National forests, covering 180 million acres of public land, seem to offer vast room for recreation. They contain 81,000 miles of fishing streams, 14 million acres of wilderness land, 116,000 miles of trails. Camp and picnic facilities will be doubled under a 5-year program to cost $85 million.

Other demands are being made upon the forests, however. They are managed primarily to supply nearly one-fifth of United States lumber needs and to protect watersheds. Western cities get more than half their usable water from Federal forest slopes, and some want to halt all additional use of these watersheds to prevent contamination of water supplies.

More lakes to come.—Manmade lakes will continue to increase in number, will be more than doubled under projects already authorized for the United States Army Corps of Engineers.

Bills now in Congress would permit dam-building agencies to write off as much as 15 percent of the cost of new dams as recreation benefits. Only benefits from flood control, power, irrigation and water supply now can be used to justify the expense of dams

Thus it would be easier for proponents of dams to show Congress that returns from a dam would exceed the cost of construction; more dams could be justified. This interests engineers, who want to build dams, and it interests many Members of Congress who find the lakes to be popular with many voters.

In the past, the engineers have been criticized sharply for skimping facilities for access to lakes, ignoring demands of fish and game agencies.

"We used to shudder at cooperating with all these outfits," says one official of the corps. "Now we are looking for opportunities to cooperate. It's becoming popular."

New regulations for boats may be forthcoming as a result of an investigation by Congress of the vastly increased traffic on the lakes. The House Merchant Marine Committee, after taking more than 1,600 pages of testimony, finds that landlubbers are taking to the water in droves, some with little knowledge of boat safety. More than 25 million people are using nearly 6 million small boats. Swimmers, fishermen, speedboaters and water skiers are crowding and endangering each other, and the crowds are getting thicker every year.

Better shooting.—More wildlife refuges, with perhaps a greater harvest of ducks and geese may be in the offing for hunters as a result of other changes now being shaped up.

Congress last summer ordered the Fish and Wildlife Service to be reorganized, and created a new official—Assistant Secretary of the Interior for Fish and Wildlife—to run it.

A 10-year plan to increase game now is emerging, and is due to go to Congress next month. One of its major proposals is to get started on buying up more than 4 million acres of vanishing marshes as breeding and wintering grounds for wildfowl. That would more than double the present areas of wildfowl refuges.

New taxes.—Special taxes and fees may be in the offing for many users of the outdoors. Such costs already apply to hunters and fishermen, who contribute $20 million a year in Federal excise taxes on guns, ammunition, and fishing tackle. Duck hunters also pay nearly $5 million a year, at $2 each, for migratory-bird stamps. The money is earmarked to expand and manage the wildfowl refuges.

In addition, States collect nearly $90 million a year for hunting and fishing licenses to support their game-management programs.

Millions of Americans now have the time and the money to buy expensive equipment and use it for outdoor pleasure. Assuming the continuation of prosperity, the prospect is that still more millions will spend still more money in the rush to the wide-open spaces.

Mr. CANNON. Mr. McBRIDE.

STATEMENT OF GIFFORD M'BRIDE

Mr. McBRIDE. Mr. Chairman, I am president of the Lake Texoma Association. What Mr. McKinney has said is what we are backing all the way through.

The members of the association include businessmen—resort owners all around the lake.

I thank you very much.

THURSDAY, MAY 16, 1957.

RED RIVER WATERWAY

WITNESSES

B. V. REYNOLDS, FREIGHT TRAFFIC MANAGER, TEXAS & PACIFIC RAILROAD
C. N. THOMPSON, WATER ANALYST, ASSOCIATION OF AMERICAN RAILROADS
J. T. SUGGS, ATTORNEY, TEXAS & PACIFIC RAILROAD

Mr. CANNON. Mr. Reynolds, you are opposed to the Red River Waterway proposition, I believe.

Mr. REYNOLDS. Yes.

Mr. CANNON. We are always glad to hear anybody who is in favor of saving money.

Mr. REYNOLDS. Mr. Chairman, my name is B. V. Reynolds, and I am the freight traffic manager of the Texas & Pacific Railroad Co. with headquarters at 1025 Elm Street, Dallas, Tex. I am appearing in behalf of certain railroads serving the State of Louisiana in opposition to any appropriation for the Overton-Red River canal project, which contemplates construction of a canal substantially paralleling our railroad and the Red River from Shreveport to the Mississippi River.

There are now rail, motor carrier, and pipeline transportation facilities serving the area to handle all the available traffic now or in the foreseeable future.

Mr. BOLAND. How many railroads are there?

Mr. REYNOLDS. Some 6 or 8 railroads. Any traffic handled over this proposed waterway would simply be diverted from the present transportation facilities.

Now, in my capacity as freight traffic manager of the Texas & Pacific Railroad, it is frequently my duty to make traffic surveys and studies to find out about the traffic presently available to our railroad and other railroads and competing forms of transportation.

During the month of March of this year we put 20 of our experienced men in the field to make a careful study of the traffic that might be available for this waterway.

Now, the available railroad records were augmented by personal contacts with shippers and receivers, and they willingly furnished these data as to their movements by motor carrier and pipeline. This study was limited to the four principal commodities that, according to experience on waterways, account for 90 percent of the probable traffic over the waterway. That study included phosphate rock, cement, iron, steel—including steel pipe—and petroleum and its products and the tonnage figures included all types of service transportation into the Shreveport and Alexandria area during 1956.

The Corps of Engineers estimate of available barge-adaptable traffic for 1955 is based on an estimate they made in 1945; but, even so, the 1955 estimate of 968,500 tons is fully twice the available tonnage in the area as developed by my study.

There are numerous errors in rates used by the corps, as well as tonnages available for barge transportation, all of which are explained in detail in my statement which I will file for the record.

Either a reduction of tonnage or the use of proper rates would materially reduce the purported savings. The ultimate result would be a benefit-to-cost ratio of much less than unity.

I wish to thank this committee for the privilege of appearing before you. If there are any questions about the traffic, or rate matters, I will be happy to answer them.

Mr. CANNON. Your statements will be filed in the record at this point.

(The statements referred to are as follows:)

STATEMENT OF B. V. REYNOLDS, FREIGHT TRAFFIC MANAGER, TEXAS & PACIFIC RAILWAY CO., IN OPPOSITION TO OVERTON-RED RIVER CANAL

A report of a traffic study made under by direction is submitted herewith.

Since this report was prepared I have reviewed the latest report of the Corps of Engineers, United States Army, and desire to comment upon its report in the light of my study.

The engineers' report based upon the year 1955 shows savings of $33,500 on 37,000 tons of phosphate rock to the Shreveport area. Page 5 of our report shows that in 1956 only 29,000 tons of phosphate rock moved to the Shreveport area, and none of this would be diverted to barge because there would be no transportation savings. There have been some rate reductions since September 1, 1956, the date used by the engineers in calculating their rates.

The engineers estimate savings of $163,000 or $2.14 per ton on 76,000 tons of cement. Cement is dealt with beginning on page 3 of our report which shows in 1956 only 25,995 tons moved from Baton Rouge and New Orleans to the area studied. Savings on a volume of 76,000 tons could be accomplished only by displacing the present sources of supply at Okay Junction, Ark., and Dallas, Tex.,

or forcing the producers at those points to absorb freight to hold their present market.

The engineers estimate savings of $328,500, an average of $5.09 per ton on 64,500 tons of upbound iron or steel pipe. Our study shows that the total movement of pipe to the Alexandria and Shreveport areas in 1956 was 56,435 tons and in no instance would the savings be as much as $5.09 per ton.

The engineers estimate 64,000 tons of downbound pipe, with savings of $225,000. Three thousand tons of this was used pipe from a dismantled pipeline which would not be a recurring movement. The remainder of 61,000 tons is estimated to be from Lone Star, Tex., with savings of $3.52 per ton. I estimate no downbound movement of pipe. On basis of 5 cents per ton per mile used by the engineers for moving the commerce to Shreveport plus $1.20 per ton transfer to barge, it would cost $5.45 per ton to place it on barge at Shreveport. The rail rate, Lone Star to Baton Rouge, La., is $9.20 per ton, a difference of only $3.75 per ton, over the cost of movement to on barge at Shreveport.

The engineers' estimate upbound movement of 103,500 tons of other rolled, finished, iron or steel products with savings of $396,500, or $3.83 per ton. Iron or steel is dealt with beginning on page 10 of our report. The total movement during 1956 to the Alexandria and Shreveport areas was 56,435 tons. Fifty-one percent of the movement to Shreveport was from Houston on which we compute the savings by use of barge transportation to be only $1.28 per ton, and not $3.83 per ton.

The engineers estimate 339,500 tons of petroleum products with savings of $837,100 or $2.47 per ton. Petroleum products are dealt with beginning on page 6 of our report.

Included in the engineers' estimate is 59,500 tons of fuel oil with savings of $141,500, or $2.38 per ton. Forty thousand tons of the total are estimated to be from east Texas with savings of $2.25 per ton. Fuel oil from east Texas can be moved by rail to the New Orleans district for movement beyond by barge at a rate of $3.80 per ton. Taking into consideration the expense of moving the business to Shreveport, little if any savings could be effected.

The engineers estimated a downbound movement of 30,000 tons of benzene with savings of $82,000 or $2.76 per ton. The 1956 movement was 29,085 tons, all to Texas City, Tex., at a rate of $5.20 per ton. We compute barge costs of $5.16 per ton plus cost of movement from plant to barge terminal. This leaves no savings attributed to barge movement for movement of this traffic.

The engineers estimate upbound movement of 95,000 tons of gasoline with savings of $102,600, or $1.08 per ton, representing traffic from one refinery to Shreveport. Our study indicates this is commerce now moving from West Lake Charles, La., on a rail rate of $4.7874 per ton. We construct a barge rate of $4.57 per ton to which must be added the cost of moving the fuel from barge to the storage tanks and terminal costs, resulting in no savings.

Our study did not include the other commodities claimed in the engineers' estimate, but I will comment briefly on a few of them.

They estimate on iron or steel scrap an upbound movement of 17,000 tons and downbound movement of 20,000 tons with total savings of $80,300. This would be a case of hauling coal to Newcastle which is unlikely to occur except under abnormal conditions.

They estimate upbound movement of 12,500 tons of blackstrap molasses with savings of $41,800 and 29,500 tons of corn, oats, sorghum grains and animal feeds with savings of $104,600. These commodities are used as ingredients in mixed feeds and when moving by rail the outbound products move at the balance of the rate from origin. For example, on corn from St. Louis the outbound movement from Shreveport, La., to Marshall, Tex., and Longview, Tex. would be free. We doubt that any of this business would move over the proposed waterway. The situation with respect to blackstrap molasses is materially different to Shreveport than to destinations such as St. Louis, Chicago, and the Twin Cities, where a long water haul is involved.

In summary the engineers' evaluation lacks credence and is so unrealistic that it affords no valid basis for the appropriation of any Federal funds for planning, design, or construction of any part of this navigation project.

TRAF IC STUDY OF THE OVERTON-RED RIVER PROJECT, PREPARED BY A COMMITTEE REPRESENTING THE RAILROADS

This traffic study of the Overton-Red River project was prepared by a committee representing the railroads which serve the Red River Valley and in particular the Shreveport and Alexandria trade areas on data assembled by an actual field survey during the month of March 1957, the purpose being to supplement and bring down to date as closely as possible material heretofore submitted. The committee had access to the traffic data of the railroads and the knowledge and experience of traffic men, all of which was supplemented by personal interviews with shippers, receivers, manufacturers, and known prospective users of the proposed waterway. The tonnage figures include all types of transportation. The tariff rates used are published rates, except for the barge rates on the proposed project, which are estimated rates constructed from established common carrier rates in use on other waterways of a similar character.

The study is limited to four principal commodities, which are steel, petroleum, phosphate rock, and cement. These bulk commodities will represent an estimated 90 percent of the total prospective traffic on the waterway.

An analysis of the Mississippi system commodity movement indicates that 91 percent of the waterborne traffic is limited to 8 bulk commodities, and all other 52 commodities combined represent the remaining 9 percent, as shown by the table below:

	Percent of total tonnage
Mississippi River system:	
Coal and coke	40. 63
Refined petroleum products	19. 06
Sand and gravel	[1] 13. 45
Crude petroleum	8. 47
Iron and steel mill products	3. 48
Waterway improvement materials	[1] 2. 64
Grains	2. 01
Sulfur	1. 08
Subtotal (8 articles)	90. 82
All others (52 articles)	9. 18
Total	100. 00

[1] While these items account for substantial portions of the total commerce, they generally are not and should not be credited with transportation savings in the evaluation of navigation projects.

There is no reason to believe that the Overton-Red River project will differ materially in this respect from the established traffic pattern on comparable existing waterways such as the Ouachita, Alabama-Coosa, Chattahoochee, or the Missouri. An analysis of the traffic on these rivers is attached.

TRADE AREA

The trade area to be served by the proposed waterway is limited by the Mississippi River, and by—

(*a*) The Ouachita River project serving Monroe, La., El Dorado, and Camden, Ark.

(*b*) The Atchafalya River serving Simmesport, Melville, and Morgan City, La.

(*c*) The Intracoastal Canal serving Lake Charles, La., Beaumont and Houston, Tex.

(*d*) Dallas and Fort Worth served out of Houston. The distance, Houston to Dallas, is 242 miles, and Houston to Shreveport, 232 miles. Because of the lower water costs on the Intracoastal Canal, none of the Dallas-Fort Worth business would be diverted to the proposed waterway.

The transit movement of raw materials and manufactured products make the use of barge movements of commodities entitled to transit privileges uneconomical, where inland movements are for any major distance or in excess of local truck deliveries. It is most unlikely that the Shreveport or Alexandria trade areas will expand and thereby produce a major increase in traffic in the foreseeable future by reason of the geographical and competitive limitations above set out.

At present there is a large tonnage of surplus grain which has transit billing and which is stored in the Shreveport area. When this surplus grain is sold it

will move on its transit billing to final destination by rail. This situation is an emergency storage and there is no assurance that it will repeat, at least not often enough to make this tonnage a factor in the evaluation of the proposed waterway. Further, there is every reason to believe, due to the origin of grain, any future storage would be shipped into the area under transit billing.

CEMENT

During the year 1956 a total of 184,940 tons of cement moved to Shreveport, Alexandria, and to the England Air Force Base at Rapides, La. The movement to Shreveport of 105,306 tons was from Dallas, Tex., and Okay Junction, Ark., which could not be termed potential traffic for the proposed waterway. The movement to Alexandria of 46,226 tons was from 9 origins, only 2 of which might be susceptible to barge movement, viz, 12,655 tons from Baton Rouge and 13,340 tons from New Orleans, La. The present rail rates to Alexandria from these origins are 24 cents per 100 pounds ($4.80 per ton) from Baton Rouge and 30 cents per 100 pounds ($6 per ton) from New Orleans, as against the constructed barge rate of $3 from Baton Rouge to Alexandria and $3.56 from New Orleans to Alexandria.

There was no movement of cement to Shreveport from Louisiana origins in 1956 and there is no basis for a change in this situation as there are ample supplies of cement available from the present shipping area in Dallas and Okay Junction, Ark. The movement of 33,408 tons to Rapides, La., was for the construction of runways at the Air Force base, which is not a reliable market, or one which will likely recur at frequent intervals.

It is reasonable to assume that the 12,644 tons from Baton Rouge and the 13,340 tons from New Orleans would find their way on the waterway, provided the users were situated so as to handle large shipments. Users of barge service for cement generally are limited to large ready-mix concrete plants and concrete products plants located so as to receive and store bulk cement. The storage, handling, frequency of delivery, low inventory, ability to deliver from cars, both bulk and sack on site, all encourage the use of rail facilities for delivery of cement. The maximum deliveries of cement susceptible to diversion to the proposed waterway gaged upon 1956 market would have been 25,984 tons to Alexandria—the preponderant amount of this would have utilized rail delivery due to one or more of the advantages listed above for this method of transportation.

The position of a large producer of cement supplying this area having plants accessible to the proposed waterway is indicated by letter attached hereto.

PHOSPHATE ROCK

During the year 1956, a total of 29,000 tons moved from Tampa, Fla., area to Shreveport, with 10 percent all-rail movement and 90 percent rail-barge-rail through Lake Charles, La. The all-rail rate is $7.12 per ton as against the rail-barge-rail rate of $6.89 per ton—a differential of 23 cents per ton. A breakdown of the rail-barge-rail rate is as follows:

	Per ton
Rail to Tampa (including loading)	$1.41
Barge to Lake Charles	1.78
Shrinkage, insurance, wharfage, unloading, storage, reloading at Lake Charles	1.70
Rail to Shreveport	2.00
Total	6.89

The use of deep-draft equipment in the gulf necessitates the use of either Lake Charles or New Orleans as terminal ports for the movement of phosphate rock and any saving by way of the Overton-Red River Waterway would of necessity be compared with costs of transportation from either of these ports via barge to Shreveport and the existing $2 per ton-rail rate in effect from Lake Charles to Shreveport.

The probable barge rate via the proposed waterway is estimated as follows:

New Orleans-Lake Charles to Shreveport

Barge rate	$3.49
Unloading barge	.70
Transportation to plant average 6 miles	.40
Loading truck	.10
Total (for plant service comparable to existing service)	4.69

This rate exceeds the existing all-rail rate by $2.56 per ton and the rail-barge-rail rate by $2.69 per ton. Therefore, no tonnage of phosphate rock could be diverted from the present service.

There was no movement of phosphate rock into the Alexandria area during 1956. A movement of 18,000 tons of phosphate rock to Fort Worth was handled by barge to Lake Charles, thence rail. This could under no circumstance be diverted to the proposed canal.

PETROLEUM PRODUCTS

During the year 1956, the outbound movement from Shreveport, La., amounted to 811,411 tons, as follows:

Commodity	To—	Number of tons
Gasoline	Arkansas City, Ark., by pipeline for barge movement beyond	720,200
Do	Arkansas and Louisiana points by truck	45,705
Do	Northern and eastern points by rail	831
Benzene	Texas City by rail	29,085
Naphtha	Northern and eastern points by rail	5,125
Butane	North Louisiana for underground storage and reshipment	7,830
Fuel oil	Sold to various railroads	2,635

The pipeline rate on gasoline to Arkansas City, Ark., is 17½ cents per barrel ($1.26 per ton) from Shreveport, La. Under the circumstances, none of the pipeline movement would be diverted to barge, either from Shreveport, La., or from Texas origins, as the barge rate from Shreveport to Arkansas City would be $3.35 per ton, which is in excess of the current pipeline rate by $2.09 per ton.

The business now moving by truck would not be susceptible to barge transportation due to the fact delivery is made inland in Arkansas and Louisiana.

The items of 831 tons of gasoline and 5,125 tons of naphtha are special industry items which would remain on the railroads due to the character of their use and diversity of customers.

The item of 2,635 tons of fuel oil was for railroad consumption.

The 29,085 tons of benzene, delivered to Texas City, a special industry item, carried a rate of $5.20 per ton against a constructed line-haul barge rate of $5.16. To the latter must be added the cost of the movement of the products from the point of origin to the barge terminal, plus the cost of the barge equipment. It is not conceivable that any of this movement would be accomplished on the proposed waterway.

Butane is a pressure liquid requiring special equipment, for which there would be no return haul. To move the traffic by water, large and expensive storage facilities must be provided at origin and destination water terminals. In the case of 7,830 tons listed, this was for underground storage not accessible to the waterway.

There is an inbound movement to Barksdale Field near Shreveport of approximately 300,000 tons per year of gasoline and jet fuel. The principal origin is West Lake Charles, La. This traffic moves by rail at rate of $4.7874 per ton. The barge rate would be $4.57 per ton, to which must be added the cost of moving the fuel from barge to the field tanks and terminal cost. This would make the total barge charges in excess of comparable rail service.

There is an inbound movement to Shreveport of 19,800 tons of lubricating oil per year which moves by rail from Lake Charles. Fifty percent of the inbound products move out under transit arrangements at the balance of the rate from origin to final destination. This traffic would therefore not move by barge.

There is no outbound movement of petroleum products from Alexandria or points in that vicinity. In 1956, there was an inbound movement of 85,723 tons of refined petroleum products. Of this 47,606 tons moved from Lake Charles, La., a distance less than 100 miles. The remainder was from points less than 200 miles distant. This is short-haul traffic and would not be adaptable to barge movement.

There was a movement of jet fuel and gasoline of 31,658 tons to the Air Force base at Rapides, La., about 6 miles northwest of Alexandria. Of this total 28,958 tons moved from Lake Charles, La., by rail, and 2,700 tons from Jennings, La., by truck. In view of the short distance and low rail rate of $3.09 per ton from Lake Charles, against a rate by barge of $3.64, to which must be added terminal charges and a charge to transfer the fuel from barge to the airfield tanks (since the comparable service by rail includes terminal charges and delivery to siding for un-

loading), this definitely precludes any deliveries by water to the Air Force base at Rapides.

During 1956, there was a movement of 1,803 tons of lubricating oil and grease to Alexandria from 8 origins. The volume from each origin ranged from 210 tons to 302 tons delivered in numerous shipments. This type of shipment is not adapted for barge movement, witness the fact traffic in these items does not appear on existing waterways.

The existing net of pipelines and rail and truck facilities are such that adequate transportation service is available on petroleum and its products at rates which are competitive with constructed barge rates, and little, if any, diversion of the traffic to barge could be anticipated.

IRON AND STEEL PIPE

During 1956, 27,226 tons of pipe moved to Shreveport with 1,920 tons to Alexandria in small lots from 8 sources. Many of these movements were via truck from Memphis and Vidalia. Using the posted truck rate out of Memphis as against a constructed barge rate of $4.44 Memphis to Shreveport, we find pipe can be delivered out of Memphis in competition with Shreveport to a point approximately 100 miles north and east of Shreveport. Similarly, Vidalia can compete to a line approximately north and south about 60 miles east of Shreveport. The facilities at Vidalia are approximately 90 miles from Alexandria and little or no benefits could be obtained by relocation of this facility at Alexandria due to the fact many of the shipments are handled from through tows and no economy would obtain by dropping barges at this location for subsequent movement on the Red River. Some minor saving would obtain for a negligible volume of 1,920 tons. However, it is not likely that current marketing practices would be disturbed for this volume. The Alexandria trade area is very limited and cannot be expected to expand to any considerable extent.

The Quachita project along with the above-described trucking from Vidalia and Memphis distribution centers limits the Shreveport trade area to the east, and any expansion of trade must be to the north and west. The Lone Star Steel Co's increasing production of pipe limits the expansion of the pipe market for Shreveport in this direction. The Shreveport trade area cannot, therefore, be expanded as the result of water transportation, and any increased volume of business as the result thereof is unlikely.

IRON AND STEEL PRODUCTS

During 1956 the movement of iron and steel (other than pipe) was 43,925 tons to Shreveport, La. and 12,510 tons to Alexandria, La., making a total of 56,435 tons.

The rapid growth of the Houston area as a steel-producing center, the enlarging of existing mills and the proposed construction of the large plant by Jones & Laughlin will materially affect the steel market insofar as Shreveport is concerned. At the present time mills in Houston furnish 51 percent of the steel shipped into the Shreveport area. Houston's percentage of the total market will undoubtedly increase as new and increased production is completed and markets to the west which have formerly been served out of Shreveport will then be served out of Houston and Daingerfield, thus further limiting Shreveport as a distribution center for steel. In considering the commodity of steel for the Overton-Red River Waterway, the Houston and Daingerfield production and marketing pattern should be recognized and the benefits evaluated on the basis that future steel requirements for Shreveport will be furnished by Houston and Daingerfield mills. The rail rate on steel products from Houston to Shreveport is $8.40 per ton, whereas a constructed barge rate for equivalent service would be $7.12 per ton, a saving of only $1.28 per ton. No enlarged distribution of steel products should be assigned to the Shreveport area.

The conditions envioned for pipe in the Alexandria area will apply to steel products equally.

RATES APPLICABLE

The rates used to evaluate the probable unit transportation savings that would be attributable to such commerce as might utilize the waterway if improved for navigation purposes were: (1) the lowest available published rates via existing transportation media, and (2) the probable barge rates (constructed in relation to present barge rates via existing waterways) that would be established and extended to the Overton-Red River Waterway.

Representative rate comparisons and probable savings per 2,000 pounds, applicable to the commodities listed below:

Commerce	Origin-destination	Rates		Probable savings per 2,000 pounds
		Existing [3]	Via Overton-Red	
Iron and steel pipe	To Shreveport, La			
	From:			
	Pittsburgh, Pa	$14.49	$10.99	$3.50
	Chicago, Ill	13.95	9.76	4.19
	St. Louis, Mo	12.73	8.22	4.51
Other iron and steel	To Shreveport, La			
	From:			
	Pittsburgh, Pa	14.27	10.99	3.28
	Chicago, Ill	13.73	9.76	3.97
	St. Louis, Mo	13.55	8.22	5.33
	Houston, Tex	8.40	7.12	1.28
	Birmingham, Ala	13.40	10.11	3.29
Gasoline, kerosine, etc	To:			
	Shreveport, La	4.78	5.07	
	Alexandria, La	3.09	3.64	
	From Lake Charles, La			
	To:			
	Arkansas City, Ark	[1] 1.26	3.35	*
	New Orleans, La	[2] 3.18	3.48	
	From Shreveport, La			
Phosphate rock	To Shreveport, La			
	From:			
	Lake Charles, La	2.00	4.57	
	Bartow, Fla	6.89	7.18	
	New Orleans, La	3.40	4.19	
Cement	To:			
	Shreveport, La	6.40	4.53	1.87
	Alexandria, La	4.80	3.00	1.80
	From Baton Rouge, La			
	To:			
	Shreveport, La	6.60	4.99	1.61
	Alexandria, La	6.00	3.56	2.44
	From New Orleans, La			

[1] Pipeline rates.
[2] Pipeline-barge rates.
[3] Barge-rail, rail-barge-all rail, whichever was lowest.

From the foregoing rate comparisons it is apparent that there would be no transportation savings on refined petroleum products that would originate or terminate at points on the Overton-Red River Canal. The reason therefor is that the products can be, and in the main, are being moved via pipeline to Arkansas City-Helena and thence via barges operating on the Mississippi River. Nor would there be any transportation savings on phosphate rock that would originate at Bartow, Fla., New Orleans or Lake Charles, La, destinated to Shreveport, Alexandria, or other points on the Overton-Red River Canal.

THE 1946 EVALUATION

In the evaluation made by the Corps of Engineers in 1946, a total of 1,119,000 tons of commerce was claimed for the Overton-Red River Canal. A comparison of the individual articles of commerce making up that tonnage and the individual articles of commerce reported in 1955 by the Corps of Engineers for the Alabama-Coosa, Ouachita-Black and the Apalachicola-Chattahoochee Rivers, each of which is similar in every respect to the proposed Overton-Red discloses that exclusive of sand, gravel, logs, poles, piling and waterway improvement materials, the Alabama-Coosa Rivers carried 96,000 tons, the Ouachita-Black Rivers carried 95,000 tons, and the Apalachicola-Chattachoochee Rivers carried 2,000 tons. The Missouri River carried only 424,000 tons—a tonnage approximating only 38 percent of that claimed for the Overton-Red Canal. Of the 29 different articles of commerce claimed for the Overton-Red Canal, only 9 thereof were reported in 1955 for the Missouri River, 1 for the Alabama-Coosa, 3 for the Ouachita-Black, and 2 for the Apalachicola-Chattahoochee.

These facts undoubtedly indicate the absence of any bona fide justification for the Overton-Red River Canal. In connection therewith it is further pointed out that for the period 1953–55, 7 articles of commerce transported via the Gulf Intracoastal Waterway accounted for 90 percent of the total commerce. For the

Mississippi River system 8 articles of commerce accounted for 91 percent of the total traffic. Of the respective articles of commerce, only 2 thereof—petroleum products and iron and steel articles—were among those claimed for the Overton-Red Canal. And not one of those two articles of commerce moved via the Alabama-Coosa and the Apalachicola-Chattahoochee Rivers. Insofar as the Ouachita-Black Rivers participated in the movement of those same 2 articles of commerce, a total of 5,000 tons of petroleum products and 2,000 tons of iron and steel articles were reported for the year 1955.

The foregoing traffic study indicates that of the major commodities considered there will be little savings to offset the immense cost of the project. We urge that the Corps of Engineers give due consideration at this time to the historical developments of this area and experience gained from other waterways which have many characteristics common with the proposed Overton-Red River Canal.

The Ouachita River project, which flows in the same general direction as the Overton-Red and serves similar territory, was constructed and has been in operation over 25 years, yet there has been on appreciable development of traffic nor has the waterway created any influx or development of industry in the area served.

A pertinent observation made by the district engineer in his survey report of 1947–48, Senate Document No. 117, 81st Congress, is as follows:

"The Ouachita * * * presents the unusual case of an existing waterway which is little used at the moment because of a migration of traffic away from instead of toward the water. * * * The savings indicated are premised upon very large increases over present traffic, and there is no observable trend under existing conditions to warrant the assumption of a very rapid expansion to the forecast volumes."

The observation is confirmed by statistical record of the waterway since 1948.

In the light of the facts recited herein, it should not be necessary for the Federal Government to spend $120 million to demonstrate the lack of justification for this project. The district engineer's report above referred to discloses that that was the unfortunate effect of an overly optimistic appraisal of the Ouachita River project. We recognize the local pressure on the Army engineers in making surveys and reports on economic justification for waterway projects; but we are confident that they regret as much as anyone a justification report condemned by subsequent developments.

B. V. Reynolds,
Freight Traffic Manager, Texas & Pacific Railway Co.

Dallas, Tex., *April 5, 1957.*

Lone Star Cement Corp.,
Dallas, Tex., April 3, 1957.

Mr. C. A. Johnston,
General Agent, T. & P. Railway Co.,
Dallas, Tex.

Dear Sir: We have studied the Overton-Red River Waterway project, subsequent to your office visit of March 12, and are of the opinion that the proposed work by the United States Engineers in connection with that project would be of no benefit to us in any manner.

The Shreveport trade area, as well as other areas along this proposed project route, would continue to be served by either our Dallas, Houston, Lake Charles, or New Orleans plants, but due to the character of consumers in those areas we would, undoubtedly, continue to use rail or truck service.

From the facts and figures presented to us, we can see no justification for the Overton-Red River Waterway.

Very truly yours,

J. P. Davie, *Division Traffic Manager.*

Some comparisons pertinent to the evaluation of Overton-Red River shown by H. Doc. 320, 80th Cong., 1st sess.

[In thousands of tons]

Commerce	Estimated in 1946, Overton-Red	Reported in 1955			
		Missouri River	Alabama-Coosa Rivers	Ouachita-Black Rivers	Apalachicola-Chattahoochee-Flint
Grains	85.1	104			
Flour	4.9				
Cornmeal	12.0				
Prepared food (canned)	7.0				
Cotton	31.0				
Coke and coal	1.1				1
Iron ore	.6				
Salt	11.0				
Fertilizers and materials	96.0	1			
Logs, poles, piling	15.3				
Lumber	19.4				
Refined petroleum products	487.0	6		5	
Sugar	9.9	2			
Molasses and blackstrap	7.0	75			
Pig iron and scrap	1.9	9			
Iron and steel articles	100.8	202		2	
Machinery	14.8				
Cement	5.7				
Brick	.7				
Tractors	.4				
Motor vehicles	8.0				
Beverages	9.0				
Paper and products	4.3				
Cotton bagging	.7				
Asbestos shingles	17.0				
Sash and doors	.6				
Soap	15.7				
Glass bottles	7.3				
All other	145.0	[1] 24	[3] 96	[3] 88	1
Total	1,119.2	[4] 424	[4] 96	[4] 95	[4] 2

[1] Includes soybeans, limestone, coal-tar products and forgings.
[2] Pulpwood and crude petroleum.
[3] Includes 86,000 tons chemicals.
[4] Exclusive of sand, gravel, logs, poles, piling, and waterway improvement materials.

COMMENT

General observation.—If the articles of commerce indicated by the preceding page hereof were to be adjusted to the 1953–55 average annual basis of that reported for the Mississippi River system (net tonnages) which includes the Mississippi, Missouri, Illinois, Ohio Rivers and their tributaries, the average annual tonnage for the period would approximate 311, 200 tons and not 1,119,200 tons estimated for the Overton-Red River.

Specific observations.—House Document No. 320, 80th Congress, 1st session (June 13, 1947), contains the following phraseology:

"The indicated traffic that can move over the proposed waterway annually at a substantial saving is approximately 1,120,000 tons, and the indicated transportation savings are $3,200,000 annually. * * * These figures include 106,000 tons and $125,000 annual savings on traffic now moving via the Gulf Intracoastal Waterway * * *. In addition to the transportation savings, the division engineer estimates that the project will provide drainage benefits totaling $300,000 annually. Total benefits thus estimated at $3,500,000 annually, and total annual costs of the project at $2,740,000. * * * The benefit-cost ratio is 1.28 to 1."

Viewing the annual benefits as stated in the quotation, it is apparent that the difference between the respective items is $760,000 and $300,000 thereof consists of drainage benefits, leaving only $460,000 attributable to transportation savings. The unidentified articles of commerce indicated above carries a claimed benefit of $629,900. That commerce is made up of less-than-barge-lot articles and the barge lines presently operating on existing waterways do not solicit such commerce, because of the excessive transfer and wharfage costs and because there can be no transportation savings under charges of other transportation mediums. The single item is sufficient to invalidate the favorable benefit-cost ratio of 1.28 stated above.

Other items of commerce: Cotton, lumber, logs, poles, and piling do not utilize inland waterways, but have been claimed for the Overton-Red Rivers.

Comparisons.—The first page hereof indicates a comparison of the tonnages estimated for the Overton-Red Rivers in 1946, and the tonnages reported for the Missouri, Alabama-Coosa, Ouachita-Black, and the Apalachicola-Chattahoochee Rivers for the year 1955. In addition thereto, there is shown below a comparison of the total Federal costs attributed by the Chief of Engineers, United States Army, to those and other inland waterways through the fiscal year 1948, the most recent year for which such data are available on a comparative basis, together with the tonnages for those waterways for the year 1955:

Waterways	Federal costs (in millions)	Tonnages reported for 1955[1]
Lower Mississippi River	$269.5	25,040,000
Upper Mississippi River	246.7	17,162,000
Middle Mississippi River	84.6	19,033,000
Ohio River	254.0	62,396,000
Missouri River	230.3	424,000
Ouachita-Black Rivers	13.0	97,000
Alabama-Coosa Rivers	7.2	96,000
Apalachicola-Chattahoochee-Flint	5.5	3,000

[1] Exclusive of sand, gravel, poles, piling, and waterway-improvement materials.

The respective comparisons definitely indicate and emphasize the invalidity of the Overton-Red Rivers evaluation in the following respects:

(*a*) The four last-mentioned waterways have afforded navigation for several years; they serve susbtantially the same kind of territories as would the Overton-Red Rivers, and they have contributed nothing to the growth of those territories. No substantial traffic has been developed thereon, and the future growth of traffic on those waterways is extremely doubtful; in fact, there is little, if any, likelihood that future traffic will exceed the traffic for the periods indicated by page 1 hereof.

(*b*) The major item of commerce shown for the Overton-Red, refined petroleum products, offers no reasonably valid potential whatsoever. Pipelines extending from the area to be served by the Overton-Red to the Mississippi River at Helena and Arkansas City where such commerce can be reached by barge lines, have proven to be so economical and efficient that barge transportation, particularly upstream via the Mississippi, cannot successfully compete. And traffic of that kind cannot hope to meet the competition from refineries located along the Gulf Intracoastal Waterway, drawing crude petroleum via pipelines from the Overton-Red tributary area.

(*c*) Of the 4 waterways shown by page 1 hereof, the Missouri has made the best showing in the development of traffic. It has accounted for 8 of the 29 articles of commerce claimed for the Overton-Red. Despite that fact, the annual commerce during 1955, exclusive of sand, gravel, logs, poles, piling, and waterway materials, amounted to only 424,000. And, as of end of the fiscal year 1948, there had been expended to provide that waterway $230.3 million. There is no logical reason that can be advanced to warrant the claim that the Overton-Red would ever develop any substantial waterborne commerce. In fact, the 311,200 tons indicated by the last page of the tabulations constitutes a maximum annual tonnage—not 1,119,200 tons as claimed in House Document No. 320, 80th Congress, 1st session.

A comparison pertinent to restudy of Overton-Red River in 1957

[In thousands of tons]

Commerce	Estimated in the 1946 study, H. Doc. 320, 80th Cong., 1st sess.	Adjusted to a 1955 basis (1953–55) average annual tonnages [1]
Grains	85.1	22.4
Flour	4.9	(2)
Cornmeal	12.0	(2)
Prepared foods (canned)	7.0	.1
Cotton	31.0	(2)
Coke	1.1	1.5
Iron ore	.6	(2)
Salt	11.0	1.7
Fertilizer and materials	96.0	2.7
Logs, poles, piling	15.3	3.7
Lumber	19.4	.2
Refined petroleum products	487.0	213.3
Sugar	9.9	3.4
Molasses and blackstrap	7.0	3.0
Pig iron	1.9	8.6
Iron and steel mill products	100.8	38.9
Machinery not elsewhere classified	14.8	1.1
Cement	5.7	6.9
Brick	.7	(2)
Tractors	.4	(2)
Motor vehicles	8.0	2.5
Beverages	9.0	(2)
Paper and products	4.3	.5
Cotton bagging	.7	(2)
Asbestos shingles	17.0	(2)
Sash and doors	.6	(2)
Soaps	15.7	(2)
Glass bottles	7.3	.2
All other	145.0	.5
Total	1,119.2	311.2

[1] To arrive at the probable tonnages that might have been attributed to the Red River for the year of 1955, 2 steps are necessary: (1) The 1953–55 average annual tonnages (net) that were reported for the Mississippi River system were distributed on a percentage basis, i. e., each article of commerce was accorded its proportionate part of the total: (2) then those percentages were applied to the 1,119,200 tons estimated for the Red River in 1946 and attributed to each of the articles of commerce attributed to the Red River in that evaluation. While that is purely a mathematical determination, it does have the effect of according to the Red River the same relative proportion of the net commerce as would have been attributed to all of the other segments of the Mississippi River system, which is extremely liberal when cognizance is taken of the industrialization along the Ohio, Illinois, and Tennessee Rivers, parts of the Mississippi River system.

[2] Less than 0.01 of 1 percent.

Mr. CANNON. Any questions, gentlemen?

Mr. FENTON. Yes, Mr. Chairman.

Mr. CANNON. Congressman Fenton.

Mr. FENTON. Mr. Thompson, have you analyzed other navigation projects to the extent where you can say whether these same criticisms apply?

Mr. REYNOLDS. My name is Reynolds. I have not made a business of making waterway studies. This is probably the only study I have made in connection with the waterways, but I frequently make the same type of studies for other purposes in my business.

Mr. FENTON. You have not analyzed the Snake River, Apalachicola River, Cumberland River, and Savannah River projects?

Mr. REYNOLDS. No. They do not serve my territory.

Mr. FENTON. You could not comment on them?

Mr. REYNOLDS. No.

Mr. BOLAND. Will the gentleman yield?

Is there a Mr. Thompson here?

Mr. REYNOLDS. Yes. He will follow me.

Mr. BOLAND. He represents the Association of American Railroads. Maybe he can supply the answer.

Mr. FENTON. That is all.

Mr. CANNON. Thank you, Mr. Reynolds.

The next witness is Mr. C. N. Thompson, waterway analyst, Association of American Railroads. Mr. Thompson, we will be glad to hear you.

STATEMENT OF C. N. THOMPSON

Mr. THOMPSON. Mr. Chairman and members of the committee, my name is C. N. Thompson and my position is that of waterway analyst, Association of American Railroads, with offices in the Transportation Building, Washington, D. C.

Throughout the past 30 years I have been actively engaged in the analysis of traffic and transportation problems and the evaluation of navigation projects throughout the Nation for various interests, including railroads, motor carriers and water carriers.

The Chief of Engineers, United States Army, announced recently the results of an economic survey of the Overton-Red River Waterway. After announcing the benefit-cost ratio of 1.08, he pointed out that the benefit-cost ratio for this project is not large; and therefore, a comparatively small decrease in estimated tonnages or savings or an unanticipated increase in cost could make the project unjustified economically.

It is my purpose here to point out why a bare minimum benefit-cost ratio of 1.08 which is supported solely by the judgment of the Corps of Engineers, is insufficient as a basis for the appropriation of funds for either the furtherance of design or construction of this project.

The Congress has appropriated substantial sums of money for the investigation, study, and design of the proposed Overton-Red River Waterway. Although local cooperation to the extent of $21 million is required on this project, the voters of the State of Louisiana in a recent election in November 1956, refused by a large majority to approve a constitutional provision for the State which would have authorized local participation in the cost of this project.

I do not agree with the results in every detail, wherein the corps arrived at a total available barge-adaptable tonnage and assumed that this entire tonnage would be diverted to barge transportation. The corps' assumption is in error as is exemplified by the fact that none of the existing waterways have been able to divert all the barge-adaptable commerce from existing transportation facilities. The corps saw fit to include in the total available barge tonnage 46,000 tons of unidentified commerce to which a growth factor of 1.94 was applied. Not satisfied with this, it also included an unidentified 275,000 tons to the estimated annual average tonnage.

The unit savings, as estimated by the Corps of Engineers, are the differences between the common carrier rates on which the commerce moves today and barge rates constructed by the Corps of Engineers, which are based upon barge line haul cost plus a profit. These constructed rates generally are considerably less, approximately 25 percent, than the published common carrier barge rates applcable by existing waterways. This understatement of barge rates by the Corps of Engineers automatically inflates the estimated savings in the same proportion as the understatement of the barge rates.

In order to establish a trend in water commerce, the corps prepared a table using 9 hand-picked waterways which are the most

successful waterways in the Nation. These waterways have little in common either in territory served or prospective commerce with the Overton-Red River project. Had the corps used the Ouachita, which is parallel to and serving an adjacent area, the Tombigbee-Warrior, the Alabama-Coosa, the Apalachicola-Chattahoochee, the Savannah, the White, the Pearl, or even the Missouri, all of which serve territories similar to the Overton-Red River, the result would have been entirely different and certainly more realistic. None of the waterways (except the Tombigbee-Warrior) mentioned above have shown any material growth, nor have they aided the development of commerce or industry in the areas served by them. The growth trend is basically constructed by using unrealistic assumptions and comparing figures which have no common meaning, thus creating misleading conclusions.

These procedures by the Corps of Engineers are covered in detail in the statement which is submitted at this time to the committee with the request that it be printed in the record of this hearing. I believe these data will convince the committee and the Congress that a careful review of the work data, the procedures and assumptions upon which the report on the Overton-Red River Waterway was prepared should be made by this committee before any further funds are appropriated for this project.

I wish to thank you for the privilege of appearing before this committee and will be pleased to answer any questions you may have.

Mr. CANNON. Thank you, Mr. Thompson. The material referred to will be included in the record at this point.

(The material referred to is as follows:)

STATEMENT OF C. N. THOMPSON, WATERWAY ANALYST, ASSOCIATION OF AMERICAN RAILROADS, WITH REFERENCE TO THE ECONOMIC ANALYSIS OF THE OVERTON-RED RIVER WATERWAY

My first observation is that a review of the most recent economic report on the Overton-Red River Waterway, prepared by the Corps of Engineers, United States Army, in March of this year, discloses that the proposed waterway, if constructed, will not contribute to the development of any substantial new traffic between its junction with the Mississippi River and Shreveport, the proposed head of navigation. This report very clearly indicates that, to be successful, the waterway must primarily depend upon the diversion of traffic from existing transportation mediums. That is the premise from which the corps' economic evaluation was approached.

Tonnages.—According to this report the Corps of Engineers' personnel made a field canvass of shippers and receivers of various articles of commerce, and developed a total of 6,853,000 tons. From a screening of that tonnage it was found, according to the corps' report, that the only portion of the total commerce on which some measure of probable transportation savings might result, amounted to 968,500 tons. This volume of commerce resulted from the complete elimination of 147,500 tons of commerce claimed by the corps in its 1945 evaluation, the reduction of other commerce claimed by that study to the extent of 445,300 tons, and the inclusion of 375,700 tons of commerce not claimed in the 1945 evaluation. To the extent indicated, the 1957 evaluation reflects an attempt by the corps to eliminate questionable tonnages of commerce, and to include only such as were, or might be, considered as reasonably potential to the proposed waterway.

Since an examination of the different items of commerce making up the 968,500 tons discloses many that are highly questionable, such as naphtha, benzene, dolomite, coke, poles, piling, newsprint paper, phosphate rock, and an item identified as other miscellaneous commerce, this volume might well have been recognized as the maximum commerce that would utilize the proposed waterway by the end of the 50th year from its opening to navigation. In support of that observation, reference is made to the corps' estimates for the Alabama-Coosa and the Ouachita-Black Rivers reflected by House Document No. 66, 74th

Congress, 1st session, which indicated average annual commerce amounting to about 50 percent of the aforestated 968,500 tons, but has never been attained in their many years of operation. These waterways are highly comparable in every respect to the proposed Overton-Red River Waterway.

Notwithstanding the corps' knowledge of the historical development and growth of waterborne commerce on streams comparable to the Overton-Red, it developed what is referred to in the 1957 evaluation as a commerce growth factor of 1.94 and by the use thereof increased the 968,500 tons to 1,878,300 tons, and then added 275,000 tons of what it identified as additional traffic to be attracted to the proposed waterway.

As a result of the corps' pyramiding of tonnages, it achieved what the evaluation report identifies as a reasonable estimate of the prospective average annual commerce amounting to 2,153,300 tons for the period 1966–2015, but although labeling the estimate a reasonable and conservative one, in determining their composite trends the highest of two growth trends developed by the corps was used.

While it is quite common in the field of economics to develop growth factors and to apply them to many basic analyses, it is not a common practice to handpick data which, when used, reflects a distorted end figure, a figure which is misleading and contrary to established standards. In this connection, however, it is quite clear that the corps has followed an improper procedure and achieved an unwarranted and indefensible conclusion.

The corps, in referring to its table of growth trends which reflects a comparison of the trend developed for the Overton-Red River Waterway with those of other unlike waterways, stated, "It can be seen from the table that the growth factors presented for the Overton-Red River Waterway are conservative as compared with the factors for existing waterways." But it did not explain why no comparison was shown for such existing waterways as the Alabama-Coosa, Apalachicola-Chattahoochee, Missouri, or the Ouachita-Black Rivers Waterways, which are in the adjacent trade area to the proposed Overton-Red River Waterway. The failure of the corps to recognize these waterways for comparative purposes in setting up the growth factor of 1.94 for the Overton-Red River Waterway, quite clearly emphasizes the erroneous character of the tonnages projected to obtain throughout the 50-year period 1966–2015. It would have been much more realistic and clearly less misleading to have adhered to the procedure which the corps followed in its basic evaluation, upon which the project was authorized, and assumed the 968,500 tons of commerce as the probable average annual commerce throughout the period of amortization, because it undoubtedly is true that, should the waterway be constructed, any commerce thereon must develop from zero. By following that procedure and adding thereto the purely fictional and unidentifiable articles of commerce amounting to 275,000 tons, the probable average annual commerce would have amounted to 1,243,500 tons. Even this estimate would represent a grossly overstated volume to be attributed to the Overton-Red River Waterway.

In this connection, however, and since the corps has abandoned the evaluation procedure adhered to in its basic report reflected by House Document No. 320, 80th Congress, 1st session, in favor of the growth factor theory and has emphasized the relationship of the Overton-Red River factor to the factors attributed to unlike waterways, it would have been more realistic to use a composite group including the successful as well as the unsuccessful waterways. This would have resulted in a much lower factor than the minimum growth factor developed but not used in the corps' estimate.

Barge rates used.—While the tonnages of commerce claimed by the Corps of Engineers were highly overstated, the barge rates used by it in the evaluation of probable transportation savings were grossly understated. Since the purported savings on water transportation allegedly accrue to the general public, the savings should be based upon a comparison of common-carrier rates of barges and other means of transportation. The Corps of Engineers, in its 1957 evaluation of the Overton-Red River Waterway used constructed barge rates which take into account the investment in equipment and the operation cost incidental to performing the service, with an estimated operators' profit. These constructed barge rates are generally less than the published common-carrier barge rates applicable on the different articles of commerce via existing comparable waterways. This fact was confirmed when, during a congressional investigation of the Tennessee-Tombigbee Rivers evaluation, a witness for the Corps of Engineers was asked:

"Based upon your experience in computing these transportation benefits, how good has your assumption on cost plus reasonable profit proven in the construction of barge rates?"

To this question the witness replied that the published rates were greater than we assumed.

Therefore, to the extent that comparable published barge rates are greater than the constructed barge rates for the Overton-Red River Waterway as prepared by the Corps of Engineers, the estimated transportation savings claimed have been and are overstated.

To further support this view, reference is made to the estimated transportation savings claimed by the Chief of Engineers, United States Army, for 8 of the 9 waterways listed in the corps' growth-trend table relating to the Overton-Red River Waterway. In his report to a congressional committee in 1955 on the economic status of existing waterways, the Chief of Engineers, United States Army, estimated the transportation savings attributable to 12 existing inland waterways for the year 1953. On an average-saving-per-ton basis the estimates submitted by the Chief of Engineers reflect the following:

Waterways listed in the corps' growth-trend table cited	Average savings per ton	
	Amount	Percent Overton-Red of other waterways [1] listed
Allegheny	$0.38	737
Gulf Intracoastal	1.99	141
Illinois	1.14	245
Kanawha	.43	651
Upper Mississippi	1.45	193
Monongahela	.76	368
Ohio	1.46	192
Warrior	1.89	148

[1] Average savings per ton $2.80.

Other examples if highly inflated savings claimed by the Corps of Engineers may be noted by referring to the report issued by the President's Water Resources Policy Commission.

Estimated savings.—By use of the tonnages claimed for the period 1966–2015 and application of the constructed barge rates instead of rates bearing some relationship to the common carrier barge rate, structure obtaining on the existing waterways, the average annual transportation savings claimed, are stated by the Corps as $6,031,300.

If, instead of projecting the tonnages developed by field canvass, the latter figure had been considered as the average annual tonnage for the period 1966–2015, as was the case in the Corps' basic evaluation previously cited, and the same unrealistic barge rates had been used, the probable average annual transportation savings would have amounted to $3,301,500.

Basic errors in 1957 evaluation.—Without an examination of the corps' work data which are not available at this time, the basic errors to which reference is made, are (1) those involving the selection, adaptation, and use of statistical data, and (2) the conclusions predicated thereon to achieve the end result reflected by the 1957 evaluation. In this connection however, and before reciting the apparent errors, it is fitting to observe that, up to the point where the corps introduced its unrealistic projection factors, the report indicates a reasonably fair analysis of the tonnages of commerce which resulted from its field canvass, as related to the tonnages of commerce reflected by the basic evaluation upon which the project was authorized by the Congress.

Error No. 1.—The corps erred in recognizing the 968,500 tons as the initial volume of commerce that would exist on the Overton-Red River Waterway when opened to navigation at the end of 1965.

The corps' assumption that, 968,500 tons of commerce would exist on the proposed waterway at the beginning of the year 1966 is erroneous and impossible of achievement.

In order to emphasize the extent to which the corps has exaggerated its basic assumption, it is only necessary to review the annual tonnages of commerce that have moved via the Ouachita-Black Rivers for the 29-year period 1927–55. The peak year 1928 accounted for 288,000 tons, and the year 1955 accounted for 144,000 tons. Of the other 27 years only 6 accounted for slightly more than 200,000 tons.

Since the Ouachita-Black Rivers serve a territory similar to that which the Overton-Red lateral canal would serve, and each has about the same traffic

potential for waterborne commerce, and since the Ouachita-Black Rivers have never, during the 33 years they have been opened to navigation, achieved even the semblance of the estimated average annual tonnage, it is appropriate to make reference to an observation made by the district engineer, Corps of Engineers, which appears in Senate Document 117, 81st Congress, 1st session. There the district engineer stated in part:

"The Ouachita * * * presents the unusual case of an existing facility which is little used at the moment because of a migration of traffic away from instead of toward the waterway * * *"

"The savings indicated are premised upon very large increases over present traffic, and there is no observable trend under existing conditions to warrant the assumption of a very rapid expansion to the forecast volumes."

The history of other existing waterways such as the Alabama-Coosa, Apalachicola-Chattahoochee, Savannah, and even the Missouri is very substantially similar to that of the Ouachita-Black, and if history is meaningful it should not be disregarded in dealing with the Overton-Red evaluation of 1957.

Error No. 2.—The corps erred in the development of a growth trend and in applying it to the basic commerce of 968,500 tons of commerce developed by its field canvass.

The data used to develop the growth trend factor attributed to the Overton-Red River Waterway, were handpicked, inapplicable, and misinterpreted. In the main it is contrary to generally recognized procedures to assume as the corps has that 968,500 tons of commerce—all that resulted from its field canvass, will develop in the 10-year period during which the waterway does not and will not exist, and be available as the initial tonnage during 1966, the year when the waterway is presumed to be opened to navigation.

If, however, it was the opinion of the corps that a growth trend should be applied to the basic tonnage to determine the growth of commerce throughout the period of amortization, it should have developed a composite growth factor from the historical data reported for the unsuccessful, as well as the successful waterways. This result was not accomplished by the corps' evaluation.

Error No. 3.—The corps erred when, after increasing the 968,500 tons to 1,878,300 tons by the use of the 1.94 adjustment factor, it added thereto 275,000 tons of unidentified and unidentifiable commerce to achieve what is termed "a reasonable estimate of the prospective average annual commerce."

The mental gymnastics through which the corps progressed to achieve an indefensible end result, is well epitomized by one of its own statements to the effect that:

"In a dynamic and free economy such as ours, such long-range forecasts can only hope to approximate roughly what will actually develop in the future."

As a matter of fact, the Corps of Engineers went so far afield in its search for an appropriate average annual tonnage to attribute to the Overton-Red River Waterway that, it "can only hope" its forecast will materialize.

Error No. 4.—The corps erred when it arbitrarily set up $84,000 additional transportation savings and credited them to the lower 31 miles of the Overton-Red River Waterway between the mouth of the Ouachita-Black and the Mississippi and Atchafalaya Rivers, without any justification for the application thereof.

The rate differentials applied to establish transportation savings included the use of that portion of the waterway, therefore it has already contributed fully to the total savings estimated for the Overton-Red River Waterway.

This last-resort item was necessary to establish a ratio greater than unity, and to permit the favorable recommendation of the waterway.

From a careful study and analysis of the corps' report, there is a distinct picture of continuous buildup of benefits to reach the required goal of greater than unity for the benefit-cost ratio. This picture creates such substantial doubt concerning the extent to which any part of the evaluation is worthy of credence that no semblance of a bona fide basis exists that would warrant the appropriation of any Federal funds for further investigation, design, or construction of the Overton-Red River Waterway.

It is an historic fact that waterways generally require considerable time to establish tonnages and especially to divert tonnages from established transportation systems. In the case of the proposed Overton-Red River Waterway no barge transportation is presently available, and none can be established until the completion of the canal in 1965 at which time the traffic pattern must start. It is unreasonable to assume that this waterway will have an initial commerce of 968,500 tons for the year 1966. A more reasonable view would be that a gradual increase of tonnage would occur between 1966 and a point when the tonnage curve will flatten out. This would mean that the tonnage required in the last

years of the amortization will amount to at least some 4.5 to 5 million tons if the corps' estimate is to prevail.

Even though waterways generally are credited with considerable noncommercial tonnages, such as sand, gravel, poles. logs, construction material, etc., few have been fortunate enough to develop traffic to an extent equal to a straight-line curve over a 50-year amortization period as projected by the corps for the Red River. As a matter of fact, the history of waterways comparable to the proposed Overton-Red River Waterway, serving similar tributary areas with like traffic potentials and comparable population growth and industrial development have in no case developed along a pattern projected for the proposed Overton-Red River Waterway.

Obviously the Overton-Red River Waterway is not designed to physically carry the peak load of 4.5 to 5 million tons annually which would be required in order to amortize the proposed waterway. General Itschner emphasized this in his report at Shreveport before the 32d annual convention of the Red River Valley Association by stating as follows:

"Now you probably appreciate that the benefit-cost ratio for this project is not large, and therefore a comparatively small decrease in estimated tonnages or savings or an unanticipated increase in cost could make the project unjustified economically."

The above quotation by the general summarizes the deficiency of this project in that the design must be held to a minimum in order to obtain a semblance of justification. In so doing the peak requirement of commerce in order to amortize the project in accordance with the corps' projection cannot be met. There are many features which lead one to believe that the estimated cost of this project, which has been increased 181 percent since it was first authorized, is likely to be further increased and another St. Lawrence seaway situation brought into being.

Comparison of 2 evaluations of Overton-Red River Waterway made by the Corps of Engineers, U. S. Army—Estimated commerce, tonnages, and probable transportation savings

[In thousands]

Commerce	1945 study [1]		1957 study [2]	
	Tons	Dollars	Tons	Dollars
1. Refined petroleum products	487.0	1,110.3	275.0	678.1
2. Pipe, iron and steel articles	100.8	295.5	251.0	1,003.5
3. Fertilizer and materials	96.0	260.7	37.0	33.5
4. Grain	85.1	221.0	29.5	104.6
5. Cotton	31.0	110.0	----------	----------
6. Lumber	19.4	35.5	----------	----------
7. Asbestos shingles	17.0	81.0	----------	----------
8. Flour and cornmeal	16.9	56.8	3.0	18.2
9. Soap	15.7	33.2	----------	----------
10. Logs, poles, piling	15.3	28.4	9.5	20.9
11. Machinery	14.8	59.0	----------	----------
12. Salt	11.0	24.0	----------	----------
13. Sugar	9.9	27.4	16.5	21.3
14. Beverages	9.0	30.0	----------	----------
15. Autos, trucks	8.0	72.0	----------	----------
16. Glass bottles	7.3	11.9	----------	----------
17. Blackstrap molasses	7.0	13.0	12.5	41.3
18. Canned fruit and vegetables	6.1	39.0	----------	----------
19. Cement	5.7	18.0	76.0	163.0
20. Wrapping paper bags	2.4	14.0	----------	----------
21. Pig iron	1.9	4.0	----------	----------
22. Newsprint paper	1.9	7.9	8.0	32.8
23. Coke	1.1	.6	35.0	62.1
24. Prepared food	.9	2.1	----------	----------
25. Brick	.7	.5	----------	----------
26. Cotton bagging	.7	1.0	----------	----------
27. Iron ore	.6	3.3	----------	----------
28. Sash and doors	.6	2.7	----------	----------
29. Tractors	.4	2.5	----------	----------
30. Dolomite	----------	----------	17.0	16.0
31. Sand, industrial	----------	----------	26.5	15.9
32. Naval stores	----------	----------	14.5	91.3
33. Iron and steel scrap	----------	----------	37.0	80.3
34. Coal-tar products	----------	----------	28.0	122.5
35. Sulfuric acid	----------	----------	15.0	23.9
36. Industrial chemicals	----------	----------	31.5	96.6
37. All other (miscellaneous)	145.0	629.9	46.0	131.1
Total	1,119.2	3,195.2	968.5	2,756.9

[1] Shown by H. Doc. 320, 80th Cong., 1st sess (1948).

[2] Shown by unpublished evaluation dated Mar. 1, 1957. The evaluation of 1957 adjusted to 1966–2015 average annual basis by the Corps of Engineers: 2,153.3 tons, $6,031.3

Mr. EVINS. Mr. Chairman, may I ask Mr. Thompson one question?

Mr. CANNON. Mr. Evins.

Mr. EVINS. I think the committee should have more light on what the people voted on down there. You say they voted against local participation. Did they vote against carrying the burden of local contribution or did they vote against the project?

Mr. THOMPSON. As I understand, the vote was on enabling the local interests to make their usual or some similar contribution to the overall construction of the waterway. There are certain contributions that are required from time to time by the corps in these projects, and according to the vote which was taken the State was not authorized to set up this agency, port authority or water conservation.

Mr. EVINS. In other words, the vote was not in opposition to the project but it was a vote in opposition to the State contributing to it?

Mr. THOMPSON. As I construed it myself, it was to prevent the State from contributing its proportionate part to the construction of the waterway.

STATEMENT OF J. T. SUGGS

Mr. SUGGS. Mr. Chairman, my name is J. T. Suggs. I am a lawyer for the Texas & Pacific Railroad. I am familiar with the measure.

The measure was a proposed constitutional amendment to create a district with taxing powers out of eight parishes within this Red River Waterway, and it was supposed that district could finance local participation in the project. That constitutional amendment was defeated in a statewide vote.

Mr. EVINS. In other words, people are always opposed to increasing taxes?

Mr. SUGGS. Yes.

Mr. CANNON. Any further questions?

Mr. FENTON. Mr. Thompson, you have heard the question I asked Mr. Reynolds. I was in error, I thought he was you. I wonder if you can answer it now. Have you analyzed other navigation projects—I take it that you have—to the extent where you can see whether these same criticisms apply to the Snake River, Apalachicola River, Cumberland River, and Savannah River projects? Would you be able to comment on those?

Mr. THOMPSON. If I understand your question correctly, does that relate to the barge rates used by the Corps of Engineers?

Mr. FENTON. Yes.

Mr. THOMPSON. I have analyzed the Columbia River, the Missouri, the Arkansas, and the Ouachita, among others, and as a general rule the data used by the corps to construct these rates—though I am sure it is not through a deliberate effort on their part—results in their coming up with a wrong answer. For example, they will take the cost of contract and private carriers, which are not common carriers at all, and they are not really a transportation agency as that term is understood. Therefore they get lower costs for those operations than for the common carrier operations on the existing waterways.

Mr. FENTON. Will you put in the record any specific data that you have on the entire navigation program?

Mr. THOMPSON. I will be glad to do that. I may make one further observation, if I may, and that is in connection with the tonnages

that the corps uses. Naturally, in making a waterway survey it is a difficult job for anybody because of the data you have to develop and analyze as to the different items of commerce and the volumes that will move. I think considerably more consideration should be given to the quality and the character of the data that are developed as well as the persons that are interviewed. In other words, it is both the rates and tonnages that are causing these inflated navigation benefits.

Mr. FENTON. If you will put that data in the record.

Mr. BOLAND. And I would like you to supply for the record, Mr. Thompson, a statement as to your background educationalwise and your experience in this field.

Mr. THOMPSON. Yes, sir.

(The information requested was furnished as follows:)

SUMMARY OF EDUCATION, EMPLOYMENT AND EXPERIENCE OF C. N. THOMPSON, WATERWAY ANALYST ASSOCIATION OF AMERICAN RAILROADS, WASHINGTON, D. C.

EDUCATION

1900–1913: Attended the public schools of Kentucky. Thereafter, pursued extension courses in traffic management, transportation law, basic law, business administration, and accounting.

1929: Admitted to bar of the Interstate Commerce Commission.

EMPLOYMENT

1913–29: Traffic manager, Licking River Railroad Co.; auditor, Morehead & North Fork Railroad Co.; and accountant, The Chesapeake & Ohio Railway Co.

1929–42: Traffic and transportation consultant engaged in practice before the Interstate Commerce Commission, Kentucky Railroad Commission, and Public Service Commission of West Virginia, serving a clientele of shippers, industries, motor carriers, and water carriers.

1942–56: Principal transportation specialist, Office of Defense Transportation and the War Production Board, and transportation economist, Board of Engineers for Rivers and Harbors, United States Government.

1956–57: Waterway analyst, Association of American Railroads.

EXPERIENCE

As transportation economist: As a staff member of the Board of Engineers for Rivers and Harbors, I served as adviser and consultant to the various division and district offices, Corps of Engineers from 1945 until my retirement in 1956. In this capacity I organized, directed, and supervised the analysis of probable water-adaptable tonnages, and the evaluation of probable average annual transportation savings presumed to accrue to the public by its utilization of inland waterways. In addition thereto, after the economic analyses had been completed, I prepared a report to the division or district engineer office responsible for the preparation and submission of what has been termed a "survey report" which ultimately reaches the Congress for proper action. The reports prepared by me contained the complete results of the study, together with appropriate tables of tonnages, savings, and averages, as well as the reasons advanced for the conclusions stated therein.

In addition to the analysis and evaluation of navigation projects, I was given assignments involving reviews of economic reports prepared by the Corps of Engineers at the district and division levels, prior to the submission thereof to the Office of Chief of Engineers, United States Army, for ultimate transmittal to the Congress.

As principal transportation specialist: As a staff member of the Office of Defense Transportation, I was responsible for the preparation of daily car movement summaries of 126 class I railroads, and pointing up the congested areas, as well as recommending action to alleviate the congested areas. As a staff member of the War Production Board, I was responsible for similar action in connection with the lumber industry throughout the United States. On the whole my assignments in this capacity were more or less operational and related to the war effort.

As traffic and transportation consultant: In this capacity I dealt with the analysis and evaluation of various traffic and transportation problems for shippers, industries, motor carriers, and water carriers, including problems involving:

Rate construction
Certificates of public convenience and necessity
Measure of rates and differentials
Complaints
Protests and requests for suspensions
Trial of proceedings
Arguments and briefs
General investigations, State and interstate

In various proceedings I prepared exhibits dealing with rate structures, operating rights, violations, and testified in connection therewith before the Interstate Commerce Commission, Kentucky Railroad Commission, Public Utilities Commission of Ohio, and Missouri Public Service Commission.

As traffic manager, auditor, accountant: As traffic manager I was responsible for the construction of rates and publication of freight tariffs. As auditor I was responsible for the preparation of annual reports to the Interstate Commerce Commission and the Kentucky Railroad Commission reflecting the operating expenses and revenues of the railroad. As accountant I was responsible for the auditing of revenue accounts and the submission thereof to the general accounting department.

SOME INLAND WATERWAYS FOR WHICH THE ESTIMATED TONNAGES OF COMMERCE HAVE BEEN ANALYZED AND EVALUATED OR REVIEWED BY C. N. THOMPSON

INLAND WATERWAYS

Apalachicola-Chattahoochee Rivers (1953)
Arkansas River (1954)
Arkansas-White-Red Interagency Evaluation (1952–54)
Big Sandy River (1956)
Big Muddy-Beaucoup Creek (1956)
Burns Ditch Harbor (1955–56)
Columbia-Snake Rivers (1954–56)
Cumberland River (1951–53)
Delaware River (1950)
Green River (1951)
Illinois Waterway (1950)
Kaskaskia River (1956)
Minnestoa River (1950)
Missouri River (1946, 1950, 1953)
Quachita-Black Rivers (1956)
Overton-Red River Waterway (1945–46)
Tennessee River (1949)
Tennessee-Tombigbee Rivers (1945–51)

MISCELLANEOUS STUDIES

Analysis of the probable effect that the assessment of user charges against inland waterway users would have upon the existing and future traffic carried on the inland waterways. (1954)

Analysis of the impact that overland transportation rate practices has had upon the development and growth of traffic on the inalnd waterways, i. e., the effect that the so-called depressed rates established by overland transportation media has had upon inland waterway traffic. (1955)

REASONS WHY THE ESTIMATED TRANSPORTATION SAVINGS CLAIMED BY THE CORPS OF ENGINEERS ARE OVERSTATED

There are three basic reasons why the estimated transportation savings claimed for various navigation projects by the Corps of Engineers, are overstated. They are as follows:

1. Too much credence is attached to the estimated tonnages of commerce submitted to the Corps of Engineers by potential shippers through subordinate personnel not qualified or authorized to furnish such information.

2. After the estimated tonnages of commerce have been developed by field contacts with potential shippers, the Corps of Engineers in many instances develops what are identified as growth trends and applies them to the tonnages developed to project the probable future growth of waterborne traffic. Since the data used to develop the growth trends in many instances are inapplicable, hand-picked and often misinterpreted, the end results are distorted and unrealistic.

3. In measuring the unit transportation savings per ton attributed to the different articles of commerce claimed as reasonably probable, the Corps of Engineers constructs a schedule of barge rates, related to the operating costs of private and/or contract barge carriers, and assumes that the unit savings per ton is the difference between the constructed barge rates and the rates presently being paid by the shippers. This practice tends to produce excessive transportation savings because, common-carrier barge rates applicable via existing waterways are considerably higher than the barge rates constructed by the Corps of Engineers.

To corroborate the preceding statements reference is made to two congressional investigations of the Corps of Engineers' evaluations of transportation savings: (1) that of the Tennessee-Tombigbee Rivers Waterway, and (2) that of the Missouri River Waterway. There the congressional committees were looking for the same conditions as are present now in the evaluation of the Overton-Red River Waterway.

Concerning the first mentioned congressional investigations, the committee noted among other things, that:

"In computing the benefits to be derived from the proposed project two prime factors are involved. The first one is, how much money per ton would be saved by using the proposed project, and the second one is, how much tonnage would move. The computations of the corps with respect to both factors are exaggerated, and the favorable benefit-cost ratio as computed by the corps of 1.13 cannot be supported, even its benefit component."

The congressional investigating committee commented further in respect to the corps' evaluation, in part as follows:

"Just as the construction cost of the proposed project, as used by the Corps of Engineers in their computation of the benefit-cost ratio is unrealistic, the corps' computation of benefits is out of touch with reality."

Concerning the second mentioned congressional investigation, the committee noted, among other things, that—

"it is apparent that the Corps of Engineers has treated known facts with respect to this Missouri River project most lightly and, in some instances, recklessly. The committee is thoroughly disatisfied with the corps' performance, and feels that such substantial doubt has been cast upon the corps' methods that their results are hardly worthy of credence.

"* * * It suited the corps' purposes to have a glowing picture of this project, and they made the desired glossy showing in the revised report, which is the basis of the planning report submitted to the committee. The whole thing is completely unreliable. * * *"

PROPER BASIS FOR CONSTRUCTING BARGE RATES TO BE APPLIED IN THE CORPS' EVALUATION OF SAVINGS

In the construction of barge rates the Corps of Engineers should be guided by the common-carrier barge-rate structure obtaining on existing inland waterways. The validity of this view would seem to be all the more apparent when cognizance is taken of the fact that, the so-called transportation savings are presumed to accrue to the public and not to special interests.

Since statistics compiled and published by the Corps of Engineers indicate that bituminous coal and petroleum products account for the major portions of the waterborne commerce on the inland waterways, reference is made to the following reports issued by the Interstate Commerce Commission, each of which indicates that little, if any, of the estimated savings accrue to the public, but to special interests, it is evident that constructed barge rates should be related to common-carrier barge rates, and not to those of private or contract barge operations (see in this connection 206 ICC 445, 235 ICC 115, and 259 ICC 475).

A witness giving testimony in the Interstate Commerce Commission decisions cited stated, among other things: "We have found that none of the other companies are passing any of this money to the consuming public," and "I am going to tell you that we put the money in our pocket like everybody else did."

The testimony quoted related to the barge movements of petroleum products. The other proceedings cited relate to automobiles and to bituminous coal. The one relating to bituminous coal indicates that the delivered price of coal, is the f. o. b. mine price plus the all-rail rate from origin to destination, even though the coal be transported by barge.

THURSDAY, MAY 16, 1957.

MISSOURI AND ARKANSAS BASIN PROJECTS

WITNESSES

HON. E. P. SCRIVNER, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF KANSAS
HON. J. FLOYD BREEDING, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF KANSAS
HON. WILLIAM H. AVERY, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF KANSAS
HON. EDWARD H. REES, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF KANSAS
HON. WINT SMITH, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF KANSAS
HON. RICHARD BOLLING, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF MISSOURI
HON. MORGAN M. MOULDER, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF MISSOURI
HON. W. R. HULL, JR., A REPRESENTATIVE IN CONGRESS FROM THE STATE OF MISSOURI
HON. CHARLES H. BROWN, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF MISSOURI
HON. GEORGE H. CHRISTOPHER, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF MISSOURI
BILL SALOME, PERSONAL REPRESENTATIVE OF GOV. GEORGE DOCKING, OF KANSAS, HEAD OF ADMINISTRATIVE DEPARTMENT, TOPEKA, KANS.
WILLIAM G. CALVERT, PRESIDENT, MO-ARK, LEXINGTON, MO.
HON. RALPH F. EXLINE, MAYOR, SALINA, KANS.
HENRY JAMESON, NEWSPAPERMAN AND CHAIRMAN, ABILENE FLOOD CONTROL COMMISSION, ABILENE, KANS.
C. W. SAMUELSON, ABILENE, KANS.
FRED BRAMLAGE, BUSINESSMAN, REPRESENTING CITY AND CHAMBER OF COMMERCE, JUNCTION CITY, KANS.
R. A. MONROE, CITY ATTORNEY, AUGUSTA, KANS.
WILLIAM A. COLVIN, NEWSPAPERMAN AND REPRESENTING CITY AND CHAMBER OF COMMERCE, MANHATTAN, KANS.
SCOTT W. KELSEY, FARMER, ROSSVILLE, KANS.
HON. GEORGE G. SCHNELLBACHER, MAYOR, TOPEKA, KANS.
C. MADISON WILLIAMS, CITY COMMISSIONER, TOPEKA, KANS.
HON. TURNER M. MURRELL, STATE REPRESENTATIVE, TOPEKA, KANS.
KELLY LEWIS, NORTH TOPEKA DRAINAGE BOARD, TOPEKA, KANS.
DEAN E. YINGLING, COUNTY COMMISSIONER, TOPEKA, KANS.
JOHN F. FERNSTROM, BUSINESSMAN, FERNSTROM SHOE STORE, TOPEKA, KANS.
CHARLES S. FISHER, JR. CITY ATTORNEY, TOPEKA, KANS.

92523—57—pt. 2——5

EMIL HECK, FARMER, REPRESENTING DOUGLAS COUNTY DRAINAGE BOARD AND LAWRENCE CHAMBER OF COMMERCE, LAWRENCE, KANS.
HON. JOHN T. WEATHERWAX, MAYOR, LAWRENCE, KANS.
CYRUS W. LONG, KAW VALLEY DRAINAGE BOARD, KANSAS CITY, KANS.
R. D. WHITE, KAW VALLEY DRAINAGE BOARD, KANSAS CITY, KANS.
JACK SMITH, KAW VALLEY DRAINAGE BOARD, KANSAS CITY, KANS.
HON. PAUL F. MITCHUM, MAYOR, KANSAS CITY, KANS.
ARTHUR J. STANLEY, JR., ATTORNEY, KANSAS CITY, KANS.
HON. JOSEPH H. McDOWELL, STATE SENATOR, VICE CHAIRMAN, KANSAS SENATE WATER RESOURCES COMMITTEE, KANSAS CITY, KANS.
WILLARD J. BREIDENTHAL, GREATER KANSAS CITY FLOOD PLANNING COMMITTEE, KANSAS CITY, KANS.
LAMAR PHILLIPS, NEWSPAPERMAN, OTTAWA HERALD, OTTAWA, KANS.
GEORGE E. LISTER, BUSINESSMAN, OTTAWA, KANS.
ROBERT A. ANDERSON, REPRESENTATIVE AND CHAIRMAN, KANSAS HOUSE APPROPRIATIONS COMMITTEE
DON CAPPER, CITY CLERK, OTTAWA, KANS.
HON. KENNETH ANDREWS, MAYOR, OTTAWA, KANS.
HON. WILLIAM S. BOWERS, STATE SENATOR, CHAIRMAN, KANSAS SENATE WATER RESOURCES COMMITTEE, OTTAWA, KANS.
VERN CHESBRO, BUSINESSMAN, OTTAWA, KANS.
WILLIAM D. BRIGHT, CITY ATTORNEY, PAOLA, KANS.
J. V. BALOCCA, BUSINESSMAN, PAOLA, KANS.
STANLEY F. SPENCER, KANSAS STATE CHAMBER OF COMMERCE, ARKANSAS CITY, KANS.
HON. JOE WARREN, STATE REPRESENTATIVE, KANSAS CITY, KANS.
GLENN BEAL, FREDONIA, KANS.
HON. EMMETT WILSON, MAYOR, INDEPENDENCE, KANS.
GEORGE FOX, BUSINESSMAN, CHETOPA, KANS.
FRANK HAUCKE, FARMER AND CHAIRMAN, KANSAS SOIL WATER CONSERVATION COMMITTEE, COUNCIL GROVE, KANS.
ED FANESTIL, BUSINESSMAN AND FORMER MAYOR, EMPORIA, KANS.
SCOTTY GOUND, BUSINESSMAN, MARION, KANS.
R. J. GILBERT, PUBLIC ACCOUNTANT, COFFEYVILLE, KANS.
FRANK LIEBERT, ATTORNEY, COFFEYVILLE, KANS.
J. C. ALEXANDER, PERSONAL REPRESENTATIVE OF GOV. JAMES T. BLAIR, GOVERNOR OF STATE OF MISSOURI
STEVE JACKSON, FARMER AND REPRESENTING LEVEE BOARD AND CHAMBER OF COMMERCE, BOONVILLE, MO.
HERB LOCK, FARMER, CARROLLTON, MO.
DR. GUS SALLEY, REPRESENTING LAKE OZARKS ASSOCIATION, WARSAW, MO.
HENRY G. DAY, BUSINESSMAN, HERMITAGE, MO.
HENRY L. BEEZLEY, BUSINESSMAN, BOLIVAR, MO.
BISHOP WILLARD C. BECKER, REPRESENTING THE ATHERTON LEVEE DISTRICT, INDEPENDENCE, MO.
RAY GILL, FARMER AND BUSINESSMAN, RICHMOND, MO.
JOHN WRIGHT, FARMER, RICHMOND, MO.
LEW PARAMORE, EXECUTIVE DIRECTOR, MO-ARK, TOPEKA, KANS.

Mr. CANNON. The committee will now hear witnesses on Missouri and Arkansas Basin projects.

Congressman Scrivner, you are appearing on behalf of Missouri and Kansas Basin projects?

Mr. SCRIVNER. Yes, Mr. Chairman.

Mr. CANNON. Will you present the witnesses.

Mr. SCRIVNER. I would like first to present to the committee our new member of the Kansas delegation, Mr. Breeding of the Fifth District, who will present his witnesses.

Mr. CANNON. Representative Breeding, we will be glad to hear you.

STATEMENT OF REPRESENTATIVE J. FLOYD BREEDING

Mr. BREEDING. Mr. Chairman, we have a lot of water problems in Kansas, and we have a man here today representing the Governor of the State of Kansas that comes from the largest city of our State, and certainly they do have water problems. This man has also campaigned in the State of Kansas several times in past years and is familiar with all the streams in Kansas.

It is indeed a pleasure for me to introduce to you the personal representative of Gov. George Docking of the State of Kansas, Mr. Bill Salome of Topeka.

Mr. CANNON. Mr. Salome.

STATEMENT OF BILL SALOME

Mr. SALOME. Mr. Chairman and gentlemen, it is my pleasure to again appear before this committee, and I would like to file a joint statement of Governor Blair of Missouri and Governor Docking of Kansas.

Mr. CANNON. It will be included in the record at this point.

(The statement referred to is as follows:)

JOINT STATEMENT RELATING TO FEDERAL PARTICIPATION IN FLOOD-DROUGHT CONTROL PROJECTS BY THE GOVERNORS OF THE STATES OF MISSOURI AND KANSAS

To the Congress of the United States:

We, the undersigned Governors of the States of Missouri and Kansas, respectfully urge Congress and its committees to give prompt and careful consideration to appropriations for the planning and completion of flood-drought control projects previously authorized for construction in these two States. Both States contain great river valleys in which the waterflows of navigable streams are and have been under the control of the Federal Government and which historically have been plagued by recurrent extremes of flood and drought.

We are satisfied that the flood-control projects designed by the Corps of Army Engineers and the Bureau of Reclamation present the only comprehensive, feasible plan for the alleviation of flood and drought damages in our major river valleys. In our judgment appropriations for such purposes would represent capital investment of the highest order both from the standpoint of necessity therefor and national economic return.

Some of the flood-drought control projects designed by the Corps of Engineers and Bureau of Reclamation in these States were approved and authorized by Congress as early as the year 1938 and have never received initiation or construction through appropriations to cover planning or construction costs. The timelag between authorization and construction which was the result in some instances of the demands of war, has and will continue to result in greatly increased costs above the original cost estimates. While the potential loss and damage as the result of failure to construct these authorized projects is correlatively increasing it would be in the interest of governmental economy to proceed with the construction and completion of these projects as soon as possible.

We recognize also the subsequent need for watershed or upstream control programs in the interests of both soil and water conservation. Such programs present a measure of flood control for their immediate localities but engineering research and study establishes the fact that such projects are not a substitute for the controls provided by larger downriver reservoirs.

Therefore, we urgently request that appropriations be made by the current Congress sufficient to permit orderly and economic construction to commence or proceed on all authorized Federal flood-drought control projects approved by the Bureau of Reclamation or the Corps of Army Engineers in the States of Missouri and Kansas and that further appropriations be made for planning work on the additional projects suggested by such Federal agencies as essential to complete the comprehensive plan for flood-drought control in the great river valleys in these States.

(Signed) GEORGE DOCKING, *Governor, State of Kansas.*
(Signed) JAMES T. BLAIR, *Governor, State of Missouri.*

KANSAS CITY, MO., *April 16, 1957.*

Mr. SALOME. We have a delegation that will more than fill this room. I believe every member of our Kansas delegation in the House of Representatives is in attendance, either in person or by a representative. We have also in this room members of our Kansas House of Representatives and members of our Kansas Senate. You also have noticed by my introduction I am a representative of the Governor of Kansas. We have a number of mayors and councilmen here.

Mr. CANNON. Will you introduce them by name for the record?

Mr. SALOME. Mr. Chairman, I think that will be done as we go along.

Mr. CANNON. Very well.

Mr. SALOME. I have made these opening statements to let you know Kansas is well represented in numbers. In the past I do not think you have ever witnessed this from my home State, where a complete representation is here.

We are woefully behind in my State on flood control and conservation, very, very far behind, and that is in the main due to us. I have flown over and have been in all these districts during flood times and drought, and believe me, gentlemen, Kansas does need this relief. As a direct message from the Governor of Kansas, the Governor of Kansas respectfully requests and hopes that you can see fit to approve all these items that are included in the budget, plus some long overdue planning money.

Mr. CANNON. Thank you, Mr. Salome. Congressman Scrivner.

Mr. SCRIVNER. Representative Wint Smith, of the Sixth District, will introduce the next witness.

Mr. CANNON. Congressman Smith.

STATEMENT OF REPRESENTATIVE WINT SMITH

Mr. SMITH. Mr. Chairman and gentlemen, I would like to introduce the mayor of Salina, Kans., Mr. Ralph Exline, and we would like to file a statement in regard to the Wilson Reservoir.

Mr. CANNON. We are glad to have the mayor with us.

STATEMENT OF MAYOR RALPH EXLINE

Mr. EXLINE. Mr. Chairman, I would like to file this statement and a resolution by the Board of Commissioners of the City of Salina, Kans.

Our flood control is in the first phase of construction and we are asking for this additional amount that is in the budget to continue a project which the Corps of Engineers recommends.

Mr. CANNON. Thank you, Mayor Exline. The material you refer to will be filed at this point.

(The material referred to is as follows:)

STATEMENT OF RALPH EXLINE, MAYOR, CITY OF SALINA, KANS., AND OFFICIAL REPRESENTATIVE OF THE KANSAS RIVER FLOOD COMMITTEE

I, Ralph Exline, of Salina, Kans., consider it my public duty and a personal privilege to appear before this honorable body as mayor and on behalf of the City Commission of Salina, Kans., and also as a member and official representative of the Kansas River Flood Committee thus representing more than 33,000 residents of the city of Salina, Kans., and over a million interested residents living in the affected river valleys, and to again call to your attention the desperate and immediate need for flood-control measures in the areas which I represent.

As previously stated before this committee, the recent floods in 1951 affected more than 2,500 families and caused approximately 1,500 families to evacuate their homes, some permanently, and caused property damage in Salina, Kans., in excess of $2,500,000 with the large increase in population and increased numbers of new homes a similar flood would cause greatly increased damages, disaster and suffering.

The groups which I represent are in favor of and enthusiastically endorse the entire project and plan for the Missouri and Arkansas River Basins, and especially the Wilson Dam project, and solicit the Congress of the United States of America to appropriate sufficient funds and moneys and make the same available to the Corps of Engineers of the United States of America so that it may proceed with the construction of such works and do all things necessary and incidental thereto for the protection of Salina, Kans., and all other cities represented in the Kansas River Flood Committee.

We are advised by the Corps of Engineers and the people of Salina, Kans., and surrounding territory are aware that the proposed flood-control plan for Salina, Kans., will save the people many times its cost in property besides save them from the dangers to their health and life.

The City Commission of Salina, Kans., at its last regular meeting on the 7th day o May 1957, by authority of and in compliance with G. S. 1955 Supp., 12–635 et seq., by the unanimous vote of its members reaffirmed by resolution its intention to provide funds and do all necessary financing for the acquisition of rights-of-way, providing for changes in highways, construction of street and road bridges, revise and relocate utilities as necessary, operate and maintain the completed works, and pay all other costs that might accrue to it under the proposed plan, and to proceed with the construction of said project to completion.

We are in full accord with the flood-control project as planned by the Corps of Engineers and as approved by Congress to date.

RESOLUTION NO. 1817

A resolution pertaining to the continuing flood protection works for the city of Salina, Kans., with participation by the United States of America

Whereas the Congress of the United States of America has duly adopted Public Law 566, the same being expressive of proposed public works; and

Whereas said document includes and approves flood protection works for the city of Salina, Kans.; and

Whereas, the Corps of Engineers has instituted a program for a study of river and stream bank stabilization as part of its system of flood control, which program is particularly favored by the board of commissioners of the city of Salina, Kans., and

Whereas the initial phase of said flood protection works is now under contract and construction; and

Whereas before such approved plan can be implemented, it will be necessary for the Congress of the United States of America to provide for such implementation by further appropriations of money; and

Whereas the city of Salina, Kans., has heretofore duly expressed, and does now in compliance with and by authority of G. S. 1955 Supp., 12–635 et seq. reaffirm by resolution its intention to provide funds and do the necessary financing for the

acquisition of right-of-way providing for changes in highways, construction of street and road bridges, revise and relocate utilities as necessary, operate and maintain the completed works, and pay all other costs that might accrue to it under the proposed plan; and

Whereas the board of commissioners of the city of Salina, Kans., deems it in the public interest that said flood-protection works be constructed and said flood protection plan be carried out in all details; and so now, therefore, be it

Resolved by the board of commissioners of the city of Salina, Kans., That it earnestly solicits the Congress of the United States of America to further appropriate sufficient funds and moneys and make the same available to the Corps of Engineers of the United States of America in order that such agency may continue with the construction of such works and do all things necessary and incidental thereto to the completion of said project; and so that the city of Salina, Kans., may be advised therefrom the nature and extent of its duties in order to facilitate the implementation of such construction;

That the city clerk of the city of Salina, Kans., be and he is hereby directed to forward a copy of this resolution to the Honorable Andrew F. Schoeppel, the Honorable Frank Carlson, the Honorable Wint Smith, the Director of the Budget and Maj. Gen. Samuel D. Sturgis of the Corps of Engineers, aforesaid.

Introduced and adopted May 7, 1957.

R. F. EXLINE, *Mayor.*

Attest:

[SEAL] H. E. PETERSON, *City Clerk.*

Mr. CANNON. Congressman Smith, do you desire to be recognized further at this time?

Mr. SMITH. No, Mr. Chairman. I am supporting the program.

Mr. CANNON. Congressman Scrivner.

Mr. SCRIVNER. Representative Ed Rees of the Fourth District will introduce the next witnesses.

Mr. CANNON. Congressman Rees.

STATEMENT OF REPRESENTATIVE EDWARD H. REES

Mr. REES. Mr. Chairman, I am back again with witnesses.

Mr. CANNON. We are glad to have you back.

Mr. REES. I would like to introduce at this time Mr. Henry Jameson, a newspaper editor of Abilene, Kans., and chairman of the Abilene Flood Control Commission. He is here to testify on the Mud Creek flood-control project.

Mr. CANNON. Come forward, Mr. Jameson.

STATEMENT OF HENRY JAMESON

Mr. JAMESON. Mr. Chairman and gentlemen, I would like to file for the record a statement by the city of Abilene.

In support of this project I would like to say that the Mud Creek flood-control project was one of the first in Kansas to get underway. Abilene, I believe, was the first city in the United States to go out on its own and vote its own money in support of a project as matching funds of Federal funds. Even before the project was put on the drawing board, our city voted bonds to cover its share of the cost.

I am here today in support of this project and to urge this committee to approve the budgeted figure for the completion of this project, the total cost of which would be only slightly more than the damage we suffered in only one flood in 1951. Thank you.

Mr. CANNON. Thank you, Mr. Jameson. The statement you refer to will be filed at this point.

(The statement referred to is as follows:)

STATEMENT BY C. W. SAMUELSON, MEMBER OF THE CITY COMMISSION OF THE CITY OF ABILENE, KANS.

For approximately 5 years the elected city officials of Abilene have been carrying out the progressive steps toward bringing about construction of the Mud Creek flood control project. I am the fourth different city official, in addition to the flood committee representatives appointed by the city commissioners, to appear in Washington in behalf of this project.

There has been no time since this flood control project was proposed that the city government has failed to be in accord on the subject of the need for flood control. Under our city manager form of government there have been five different mayors active in behalf of this project.

The city commission recently went on record once again approving the Mud Creek project as proposed by the United States Corps of Engineers and expressed its willingness and eagerness to get the work underway.

We are ready to proceed just as soon as the remaining necessary Federal funds are made available. I, therefore, ask your favorable action on the $400,000 which has been recommended by the President of the United States, the Bureau of the Budget and the Corps of Engineers so that we may carry this vital project through to completion.

Attached is a resolution adopted by the city commission of Abilene, in regard to this project. Also I submit a statement from the Abilene Chamber of Commerce which has previously filed favorable resolutions into the records.

RESOLUTION

Whereas the official governing body of the city of Abilene, Kans., has on numerous occasions passed resolutions petitioning the Federal Government for assistance in construction of the Mud Creek flood-control project as proposed by the United States Corps of Engineers; and

Whereas Federal approval has been granted on each prior occasion which enabled the program to proceed thus far—through grants of $30,000 in planning funds and $200,000 for the first stage of construction; and

Whereas the Mud Creek flood-control project for Abilene is included as a part of the overall plan for the Kansas River, authorized by the Flood Control Act of September 3, 1954, Public Law 780, and included in House Document No. 642; and

Whereas the city of Abilene is prepared to finance its share of the total cost of the project, part of which was voted in a bond issue even before the plans were drawn—showing the unified desire on the part of the citizens for a flood-control program; and

Whereas the acquisition of rights-of-way to be furnished by the city is underway and approval of the project having been given by the Kansas Board of Water Resources; and

Whereas it is necessary that ample funds be made available to the Corps of Engineers by Congress to carry on and complete the Mud Creek flood-control project: Now, therefore, be it

Resolved by the governing body of the city of Abilene, Kans., That it is in the best interests of the city that the said governing body hereby request of the Congress of the United States an appropriation of $400,000 for the continuance and/or completion of the Mud Creek flood-control project at Abilene, Kans., and make the appropriation available to the Corps of Engineers for flood protection for the city of Abilene, Kans.

The CITY OF ABILENE, KANS.
CHAS. R. KRENGER, *Mayor.*
C. W. SAMUELSON, *Commissioner.*
GLEN E. FRENCH, *Commissioner.*
CARL L. NICOLAS, *City Manager.*

Attest:
[SEAL]
KENNETH G. BITTEL, *City Clerk.*

STATEMENT BY THE CHAMBER OF COMMERCE, ABILENE, KANS.

The board of directors of the Abilene Chamber of Commerce, at a regularly called meeting, recently reaffirmed its previous position with regard to the need for an adequate flood-protection program for the city of Abilene. In March of

1956, the chamber of commerce passed a resolution appealing to the Congress "to grant the necessary construction funds to permit work to proceed on the Abilene flood-control project."

The estimated damage and loss in Abilene through the 1951 floods alone were estimated at $500,000. Virtually the entire business and industrial districts were under water and the business interests of the city have repeatedly pledged their support to any program that will prevent a recurrence of such a disaster. We have evidence that some new business firms have been reluctant, or have declined, to locate in Abilene until the flood threat is removed.

We fully endorse the city's endeavor to bring about a solution to this problem.

KENNETH OLSON, *President.*
DON C. STEFFES, *Secretary-Manager.*

STATEMENT BY HENRY B. JAMESON, ABILENE, KANS., EDITOR AND CHAIRMAN OF THE ABILENE FLOOD CONTROL COMMITTEE, IN SUPPORT OF A RECOMMENDED APPROPRIATION OF $400,000 FOR CONSTRUCTION OF THE MUD CREEK FLOOD-CONTROL PROJECT

The Mud Creek flood-control project, Abilene, Kans., is a local flood-protection project designed to protect virtually all of the business and industrial district and a very large portion of the residential section of the city of Abilene, which has a population of 7,000.

Abilene is the boyhood home of President Dwight D. Eisenhower. The Eisenhower family home, which is a national shrine, and the $300,000 Eisenhower Museum building, and the proposed Eisenhower Library are all located in flood area to be protected by this proposed construction.

The estimated cost of construction is in the neighborhood of $900,000, with nearly one-third of the cost to be paid for locally by the citizens of Abilene. The estimated Federal share of the cost is $630,000, of which $30,000 in planning money and $200,000 of construction funds already have been allocated by the Congress.

The $200,000 was for the first phase of construction, which includes creek channel improvement. Everything is in readiness for the letting of contracts on this first part of the project this summer.

The $400,000, which was recommended by President Eisenhower and approved by the Bureau of the Budget, is required for completion of the project as designed by the United States Corps of Engineers. The balance of the cost, an estimated $259,000, is to be borne by the citizens of Abilene and Dickinson County. This is to provide all costs of right-of-way, highway relocations, bridges, except railroad bridge extensions, adjustment of utilities including water mains, sewers, etc.

Reflecting the interest and unified spirit of the citizens of Abilene in behalf of adequate flood control, a flood committee composed of Abilene businessmen was appointed by the mayor immediately following the record floods of 1951. I have served as chairman of this committee from the start and it is still actively working in close cooperation with the city officials and Corps of Engineers.

Following the recommendations of the flood committee, the citizens of Abilene in 1953 voted $150,000 in bonds to be applied, together with Federal funds, toward properly carrying out and completing a proper flood-control plan for the city. To the best of our knowledge, Abilene was the first city in the United States to take such local initiative—voting bonds for participation in a project that had not yet even been designed. I mention this only to show the willingness of the citizens to cooperate, and their desire for flood protection. The city commissioners have unanimously voted to subscribe the balance of the local share of the cost of the project.

Because the citizens of Abilene have made every possible effort to obtain adequate flood protection and, inasmuch as the United States engineers are in a position to begin work almost immediately, I urge your committee to approve this final $400,000 recommendation to insure completion of the program. Thank you.

Mr. CANNON. Congressman Rees.

Mr. REES. I would like to present Mr. C. W. Samuelson of Abilene.

Mr. CANNON. Mr. Samuelson.

STATEMENT OF C. W. SAMUELSON

Mr. SAMUELSON. Mr. Chairman, Mr. Jameson has presented our views.

Mr. CANNON. Thank you very much. Congressman Rees.

Mr. REES. I would also like to introduce Mr. Fred Bramlage from Junction City, Kans., who wants to make a brief statement.

Mr. CANNON. Mr. Bramlage.

STATEMENT OF FRED BRAMLAGE

Mr. BRAMLAGE. Mr. Chairman, I would like to submit a resolution adopted by the governing body of the city of Junction City, Kans., in regard to planning money for Milford Dam.

Mr. CANNON. Thank you, Mr. Bramlage, and the resolution will be filed at this point.

(The resolution referred to is as follows:)

RESOLUTION, THE CITY OF JUNCTION CITY, KANS.

Whereas agricultural and urban land in Geary County, Kans., together with the improvements located thereon and the personal property of residents, agricultural crops, utilities and highways, and business activity have suffered damage by floodwaters in the major flood disasters of 1903, 1915, 1935, 1941, 1951, and also extensive damage in 6 other years and 3 times in 1951 in addition to the major flood of July 11–13; and

Whereas these floodwaters have come from excess rainfall runoff from local creek watersheds in this vicinity, and from the Smoky Hill, Saline, Solomon, and Republican Rivers; and

Whereas flood control must start by retaining as much rainfall as possible at its point of origin, and, when climatic conditions cause more rainfall over the several watersheds which bring water to Geary County than it is possible for the soil to absorb and detention reservoirs to contain, then this excess runoff must be held in larger reservoirs: Now, therefore, be it

Resolved, That the Congress of the United States should authorize and make appropriations for the comprehensive coordinated program of water conservation and control which includes:

1. Recommendations contained in the Missouri River Basin program of the Department of Agriculture for the upstream phases of Federal flood-control activities, including soil-conservation practices and stabilization measures for small watercourses and Milford Dam; be it further

Resolved, That we consider the present engineering studies and recommendations of the Corps of Engineers as ample to deal with the situation on the main streams in the Kansas River Basin, and they should be authorized so that work may be undertaken and the benefits assured.

Passed and adopted by the governing body of the city of Junction City, Kans., this 14th day of May 1957.

CARL H. DEPPISH, *Mayor*.

Mr. CANNON. Congressman Rees.

Mr. REES. I would also like to introduce Mr. R. A. Monroe, city attorney of Augusta, Kans.

Mr. CANNON. Judge Monroe.

STATEMENT OF R. A. MONROE

Mr. MONROE. Mr. Chairman, to save time, I will merely file the statement of the city of Augusta, Kans, supporting all of the requests for flood-control and flood-protection works appropriations now being considered in the Missouri and Arkansas River Basins, and urging the appropriation of planning money for Whitewater and Walnut River flood-control improvements.

Mr. CANNON. Thank you, and the statement will be filed at this point.

(The statement referred to is as follows:)

FILED STATEMENT OF THE CITY OF AUGUSTA, KANS.

GENERAL STATEMENT

The city of Augusta, Kans., respectfully advises that it supports all of the requests for flood-control and flood-protection works appropriations now being considered in the Missouri and Arkansas River Basins.

FLOOD CONTROL IN AND NEAR AUGUSTA

The city of Augusta (comprised of 6,850 persons) lies at the confluence of the Whitewater and Walnut Rivers in Butler County, Kans., the industrial and commercial districts of the city as well as a substantial portion of the residential district being below flood level of both of these rivers. The city is protected by a levee constructed in 1936 at a cost of $171,000, of which sum $101,316.40 was financed by a Federal grant-in-aid.

Notwithstanding the present flood-protection works in the form of the levee or dike, the city of Augusta is vitally interested in flood control of the Whitewater and Walnut Basins for numerous reasons, the primary ones being:

(*a*) That, as additional security against flood damage to the city, upstream impoundment of water is highly desirable.

(*b*) Since November 1918, the area immediately adjacent to the city has experienced 30 floods in which the crest reached a level sufficient to cause an extensive agricultural loss and damage. Your attention is respectfully invited to the attached exhibit A "Flood data," which is the only known available record of flood crests in the area of Augusta. The gage readings therein are predicated upon a riverbed elevation at the point of measurement of 1,192.30 feet above sea level. At 1,197.1 feet mean elevation above sea level the flow in the Walnut River stops because of a small dam. A comparison of exhibit A and exhibit B, "Rainfall data," will reveal that, even in years of extreme drought, flash flooding of a damaging nature is experienced in this area. For example, on the 27th day of May 1953, the second highest floodwater level was experienced notwithstanding that the annual rainfall at Augusta for the year 1953 was nearly 10 inches below the average normal rainfall for Augusta. On the occasion of this particular flood, less than three-fourths of an inch of rain was experienced in Augusta but, in the upper reaches of the Whitewater and Walnut Rivers, nearly 12 inches of rainfall was experienced in a 24-hour period, thus causing the flooding.

(*c*) The Whitewater and Walnut River Basins contain some of the most lucrative oil production in the State of Kansas, and a large portion of the wells yielding this production lies in flood areas. Therefore, in addition to agricultural losses from flood, there is also a substantial loss experienced in shutdown time and repairs at oil wells and storage facilities as well as a considerable amount of escaping of crude oil and base sediment from oilfield slush ponds.

(*d*) The area in the Whitewater and Walnut River Basins had a water situation which is somewhat peculiar to this area in that it has experienced localized drought conditions in an extent more severe than other areas of the State, and in many instances the rainfall normal is below that of some of the supposedly semiarid States. Yet, on the other hand, even in these so-called dry years, flash flooding has been experienced. Therefore no dependable source of water can be obtained from these streams, either for industrial or irrigation purposes, without substantial impoundment of water. At the present time, should impoundment be available, releases of water might lead to fairly extensive irrigation projects. At the present time, even though the lowlands of these basins have good soil characteristics, the land cannot be utilized to its full extent without some dependable impoundment of water.

Naturally, the expanding city of Augusta is interested in curbing all of the flooding factors which upset the economy of the community.

FACTORS OTHER THAN DIRECT FLOOD CONTROL

Although the city of Augusta is aware that, for the purposes of Federal appropriations, criteria are established on the basis of flood protection only, there are nevertheless certain other benefits which would accrue to the city of Augusta

and surrounding community from the ultimate erection of dam facilities on the Whitewater and/or Walnut River.

AUGUSTA'S WATER RESOURCES

The city of Augusta owns its own lake for domestic water supply purposes. This lake has a capacity of 725 million gallons and is served by a watershed of 8 square miles. In addition, the city has a water-use contract with the Atchison, Topeka & Santa Fe Railroad for the use of water from Santa Fe Lake, which lake has a capacity of 789,600,000 gallons. Commencing with the drought in 1952, the cities of El Dorado and Augusta spent, on their own account, large sums of public funds in a quest for additional sources of water supply. Numerous test wells were drilled; cloud seeding was used; but all these and other procedures seemed to no avail. By June of 1954, the city lake had only 173 million gallons and the Santa Fe Lake was down to 77 million gallons, and it became readily apparent that both cities would soon be completely out of domestic water, notwithstanding stringent rationing provisions, enforced by ordinance. The annual flow in the Whitewater River dropped from 22.3 billion gallons in 1952 to 21.4 billion gallons in 1953 to 1.6 billion gallons in 1954. A state of emergency existed. In order to haul water by rail freight, a total of 250 tank cars would be tied up to serve the city of Augusta alone. There was only one known inexhaustible source of water within this section of the State, accessible to the city of Augusta. This source was at Mulvane, Kans., in the Arkansas River; and, although the water was extremely hard and hardly potable for domestic purposes, it was at least wet. The initial investigation of the Mulvane site was made on the 18th day of June 1954, and between that date and the 11th day of September in the same year a 32-mile water pipeline was constructed in a manner unprecedented in the State of Kansas in that it was the first instance in which cities had participated jointly with private industry in raising funds and constructing a public improvement. The pipeline cost $1,250,000, and the bond issue for its construction passed in the city of Augusta by the unprecedented margin of 1,477 votes for the issue to 2 votes against the issue.

Since the erection of this line, it has been maintained, owned and operated by the cities of Augusta and El Dorado and private industry, all as tenants in common. The supervision of the line and the ownership of it is vested in a board of control composed of 5 members, 3 representing industry and 2 representing the cities. The city manager of the city of Augusta is ex officio the executive manager of this pipeline. Since its construction, the pipeline has operated 24 hours a day at full capacity at 6 million gallons per day and this capacity is now being increased to top capacity of 8 million gallons per day by reason of installation of additional pumping facilities at Mulvane.

PRESENT STATUS OF WATER RESOURCES

This pipeline which was originally intended as an emergency measure, has become a fixed utility without which the city could not exist because notwithstanding the year-round pumping of this line, lake capacities decreased in 1955 to only 62 million gallons in Santa Fe Lake and 86 million in the city lake.

At the present time, notwithstanding an abnormal heavy amount of rainfall recently, the capacity at Santa Fe Lake is still only 481,800,000 gallons and the city lake 157 million gallons.

With the increased expansion of population in Augusta and El Dorado, should another drought as severe as the 1954–56 droughts occur the pipeline and city's lakes would not be capable of meeting the bare domestic needs of Augusta and El Dorado.

WATER ORGANIZATION IN AUGUSTA

The governing body of Augusta in cooperation with and upon the insistence of its citizenry is continuing an unrelenting quest for water resources and is at the same time vitally interested in conserving the natural resources around Augusta from the ravages of floods which have depleted lands by erosion and wiped out crops periodically. To this end there has been formed the Augusta Citizens Water Association, which is composed of delegates from 24 civic-minded organizations, all dedicated to a long-range program of remedying these deficiencies in the Walnut and Whitewater River Basins.

The membership in these 24 organizations represent a bulk of the population in Augusta and its immediate trade territory. Attached as exhibit C is an organizational chart showing the interrelation of the city of Augusta, with numerous water

and conservation organizations, all of which indicate the awareness of this city of its own problems.

Augusta has demonstrated its willingness to help itself without any pleas for aid from other governmental agencies as evidenced by the construction of the Mulvane "lifeline" in less than 3 months from the time the idea of it was originally conceived, but does realize that basinwide improvements can only be effected by agencies of the Federal Government.

Therefore, the city of Augusta respectfully memorializes and urges the Appropriations Subcommittees of both Houses of Congress to appropriate the necessary funds for preliminary engineering of Whitewater and Walnut River flood-control improvements.

Needless to say that because of the same spirit of cooperation which prevailed and made possible the construction of the Mulvane pipeline, the city governing body's position and efforts in all water matters including the appropriations under consideration by your committees has the overwhelming support of its citizens and neighbors. Likewise, the city's efforts have the unanimous endorsement of its industries and business and similar unanimous endorsement and support of August Local 5–246, Oil Chemicals and Atomic Workers International Union, CIO–AFL, composed of approximately 400 members employed locally in the oil industry.

Respectfully submitted.

The City of Augusta, Kans.; Roy T. Evans, Mayor, W. T. Peckham, E. T. Nelson, Harold F. Luding, Raymond Teegarden, R. A. Blowey, Richard Maddox, Aubra T. Sauders, Calvin Purdin, Councilmen; R. J. Hayes, City Manager; by R. A. Munroe, City Attorney; and the Augusta Citizens' Water Association, Austin Phillips, President, R. A. Cox, Executive Secretary.

EXHIBIT A.—*Flood data, Walnut River, Augusta, Kans.*

	Crest
Nov. 18, 1918	26 feet, 1½ inches.
June 9, 1923	30 feet, 6¾ inches.
Oct. 3, 1926	28 feet, 8½ inches.
Apr. 19, 1927	29 feet, 6½ inches.
Nov. 17, 1928	30 feet, 10½ inches.
May 14, 1935	24 feet, 3½ inches.
May 19, 1935	24 feet.
May 29, 1935	28 feet, ¾-inch.
May 20, 1938	26 feet, 8½ inches.
May 17, 1943	24 feet, 3½ inches.
May 19, 1943	26 feet, 8½ inches.
Mar. 18, 1944	27 feet, 10¾ inches.
Apr. 10, 1944	26 feet, 6¾ inches.
Apr. 23, 1944	32 feet, 5½ inches.
Dec. 5, 1944	29 feet, 4¾ inches.
Apr. 16, 1945	30 feet, 7 inches.
Sept. 29, 1945	29 feet.
Apr. 14, 1947	27 feet, 9 inches.
July 31, 1950	27 feet, 7 inches.
July 14, 1951	25 feet, 6 inches.
Sept. 12, 1951	22 feet.
July 3, 1951	27 feet.
June 29, 1951	33 feet, 9 inches.[1]
May 21, 1951	15 feet, 7 inches.
May 16, 1951	20 feet, 10 inches.
May 1, 1951	28 feet, 7 inches.
June 22, 1951	18 feet, 7 inches.
June 25, 1951	27 feet, 1 inch.
Mar. 31, 1953	19 feet, 5 inches.
May 27, 1953	32 feet, 3 inches.[2]

[1] Highest crest recorded.
[2] Rainfall, ¾ inch at Augusta, 12 inches at El Dorado.

EXHIBIT B.—*Recent annual rainfall data, Augusta, Kans.*

1950	27.75
1951	52.74
1952	18.55
1953	23.23
1954	18.67
1955	23.96
1956	20.42
Average annual rainfall for past 33 years	31.36

Mr. CANNON. Congressman Rees.

Mr. REES. That is all, Mr. Chairman. Thank you very much.

Mr. CANNON. Thank you.

Mr. SCRIVNER. Representative Avery of the First District of Kansas will introduce witnesses from his district.

Mr. CANNON. Congressman Avery.

STATEMENT OF REPRESENTATIVE WILLIAM H. AVERY

Mr. AVERY. Mr. Chairman and members of the committee, there are no new projects in the budget for this fiscal year for our district as recommended by the President. I urge consideration of all items in the budget, because they are all continuing projects.

I would like to introduce at this time Mr. Bill Colvin, a newspaperman of Manhattan, Kans., who is representing the city of Manhattan and the Manhattan Chamber of Commerce.

Mr. CANNON. Mr. Colvin.

STATEMENT OF WILLIAM A. COLVIN

Mr. COLVIN. Mr. Chairman, I ask permission to file my statement including a resolution passed by the Manhattan Chamber of Commerce and City Commission requesting that the Congress appropriate $11 million, as recommended by the Bureau of the Budget, for the continued construction of Tuttle Creek Dam and planning money for Milford Dam.

I would like to call to the attention of the committee that this is the first time since Tuttle Creek was authorized in 1938 that there is someone before your committee going on record for both the Manhattan Chamber of Commerce and the City Commission in behalf of the requested appropriation for Tuttle Creek. It is also the first time since 1938 that there has been no opposition to the Tuttle Creek appropriation.

Mr. CANNON. Thank you very much. I used to come to Manhattan with the football team. Off the record.

(Discussion off the record.)

Mr. COLVIN. Thank you very much.

Mr. CANNON. Thank you, Mr. Colvin, and your statement will be filed at this point.

(The statement referred to is as follows:)

A STATEMENT BY WILLIAM A. COLVIN, MANHATTAN, KANS., RE APPROPRIATIONS FOR TUTTLE CREEK DAM ON THE BIG BLUE RIVER OF THE KANSAS RIVER WATERSHED, MISSOURI RIVER BASIN

My name is William A. Colvin. I am editor of the Manhattan Daily Mercury newspaper in Manhattan, Kans. I am appearing before this committee today with representatives of other cities and communities along the Kansas River in Kansas in behalf of continued construction and land acquisition appropriations for Tuttle Creek Dam and Reservoir on the Big Blue River, which joins the Kansas River immediately east of Manhattan, Kans. Specifically, I am speaking officially for the city commission and the chamber of commerce of Manhattan, Kans., in asking that this session of Congress appropriate $11 million as recommended by the Bureau of the Budget for Tuttle Creek Dam.

I beg your indulgence for one moment to point out the significance of the fact that, for the first time since Tuttle Creek was authorized in 1938, there is someone before your committee speaking officially for both the Manhattan Chamber of Commerce and city commission in behalf of the requested appropriation. It is further significant, I am sure, that for the first time since 1938 there are no representations of opposition to the Tuttle Creek appropriation.

A number of you gentlemen will realize that this unanimity of Manhattan, Kans., opinion and the lack of an opposing voice before your committee is something new in regard to the attitude about Tuttle Creek. I cannot impress upon you too strongly that 5 years of drought, the lack of any appreciable alleviation of flood dangers in our immediate area, and an awakening to the very real benefits to be derived from recreational facilities have brought about a decided change in thinking toward Tuttle Creek specifically and our concepts of flood control and water conservation in general.

I wish to insert, for the record, copies of resolutions approved by both the Manhattan Chamber of Commerce and the city commission as to their wishes about the present proposed Tuttle Creek appropriation:

On May 2, 1956, the Manhattan Chamber of Commerce passed the following resolution in regard to appropriations for Tuttle Creek Dam:

"The Manhattan Chamber of Commerce respectfully requests that Congress appropriate $11 million, as recommended by the Bureau of the Budget, for the continued construction of Tuttle Creek Dam on the Blue River of Kansas. The chamber of commerce is of the opinion that since only two major contracts remain to be let before the structure can be closed and begin its functions of flood control and water storage it is essential that Congress appropriate the full amount of $11 million, asked by the Corps of Engineers and recommended by the Bureau of the Budget, in order that there may be no unnecessary delay in construction on Tuttle Creek Dam. The Manhattan Chamber of Commerce further wishes to reiterate its stand of asking that Congress appropriate funds in the amount of $100,000 for initial planning for Milford Dam on the Republican River."

"HONORABLE CITY COMMISSION,
"*Manhattan, Kans.*

"The Manhattan Chamber of Commerce has reaffirmed their stand on the matter of flood control and the development of water resources in the Kansas River Basin, by passing the attached resolution May 3, 1957. We ask your concurrence.

"Bill Colvin has been designated to present this resolution to the Senate Appropriations Committee May 15–17, on behalf of the Manhattan Chamber of Commerce since Reed Morse, chairman of the chamber of commerce water resources committee, cannot attend the hearing. Bill is a member of the committee and well qualified.

"Bill also will appear before the appropriate committee in the interest of developing Tuttle Creek Dam as a conservation pool. On December 18, 1956, the board of directors passed a resolution to this effect. This resolution is also attached and submitted for your consideration.

"Respectfully submitted.

"ROBERT E. WALLERSTEDT,
"*President, Manhattan Chamber of Commerce*".

And the following is the communication received by the president of the chamber of commerce from the Manhattan, Kans., Board of City Commissioners in regard to the chamber of commerce request that the city governing body concur in the aforesaid resolution.

"ROBERT E. WALLERSTEDT,
"*President, Manhattan Chamber of Commerce, Manhattan, Kans.*

"DEAR MR. WALLERSTEDT: The city commission at its regular meeting on May 7, 1957, concurred in the following two resolutions prepared and passed by the Manhattan Chamber of Commerce:

" 'DECEMBER 18, 1956.

" 'On December 18, 1956, the board of directors of the Manhattan Chamber of Commerce, unanimously passed a resolution requesting that action be taken to encourage the development of Tuttle Creek Dam with a conservation pool.

" 'The board believes that the conservation of water is as vital as flood control in the conservation of natural resources and therefore requests that appropriate action be taken to authorize Tuttle Creek Dam to be completed and operated with a conservation pool.' "

" 'MAY 2, 1957.

" 'The Manhattan Chamber of Commerce respectfully requests that Congress appropriate $11 million, as recommended by the Bureau of the Budget, for the continued construction of Tuttle Creek Dam on the Blue River of Kansas. The chamber of commerce is of the opinion that since only two major contracts remain to be let before the structure can be closed and begin its functions of flood control and water storage it is essential that Congress appropriate the full amount of $11 million, asked by the Corps of Engineers and recommended by the Bureau of the Budget, in order that there may be no unnecessary delay in construction on Tuttle Creek Dam. The Manhattan Chamber of Commerce further wishes to reiterate its former stand of asking that Congress appropriate funds in the amount of $100,000 for initial planning for Milford Dam on the Republican River.

" 'Respectfully submitted.

" 'RAY H. POLLOM, *Mayor.*' "

May I point out to you gentlemen the reasons for requesting appropriation of the full amount recommended by the Bureau of the Budget. Tuttle Creek Dam, in the process of major construction since 1952, is now within striking distance of being closed so that it can begin its design functions. Fortuitous construction weather has speeded the schedule to the extent that the Corps of Engineers has indicated the possibility of closure sometime during 1958. This could mean being as much as a year ahead of the schedule. Therefore, to appropriate less than the amount recommended and thought to be feasible by the Corps of Engineers for spending on construction and land acquisition within 1 fiscal year would be to seriously delay the beginning of this structure's very essential operation. Any such delay, in the face of always-potential flooding in the Kansas River Basin plus the extremely disturbing lessons learned from 5 years of drought, would place our entire valley in continued jeopardy.

We have seen, in these past 5 years, the flow of potable water in the Kansas River fall to disturbing and near unsanitary levels. At Topeka, for instance, river readings at numerous times have shown there to be less than half the cubic feet per second thought necessary to maintain safe health standards. I do not believe it is necessary to dwell on what effect this situation, due in large measure to the lack of adequate upstream water storage, has had on our farm economy.

Insofar as flood protection is concerned, Manhattan itself is not so directly benefited by Tuttle Creek Dam. It has been the feeling, however, of the city commission and chamber of commerce, for whom I speak, that we have a very direct responsibility in sponsoring this appropriation request because the structure does offer very real and scientifically sound flood protection for a vast area that is almost contiguous to our municipal confines.

The matter of recreational facilities is, of course, of primary interest to Manhattan and its immediate vicinity. However, there are many solid evidences that virtually all of northeast Kansas, southcentral and southeast Nebraska, and northwest Missouri would derive many recreational benefits from the waters impounded behind Tuttle Creek Dam. I have made personal inspections of Kanopolis Dam on the Smoky Hill River in central Kansas, which is not located with any degree of accessability that Tuttle Creek will be, and have found the recreational attractions to be nothing short of phenomenal. I cannot help but feet that, although Tuttle Creek is designed primarily for flood control and water conservation, recreation should be a major factor in determining a favorable cost-benefit ratio.

Our specific request before you today is in regard to Tuttle Creek appropriations, but I wish to impress upon the committee the feeling that Tuttle Creek, although considered a key structure, is only one in a master plan to control and conservation which we feel is necessary for bettering the economy and living standards within our State and in the Missouri River Basin.

The Kansas River Valley, known for more than 100 years as one of the most fruitful agricultural areas in the world, is undergoing a rapid industrial transformation. Never has it actually been able to afford the ravages of flood or the disaster of drought, as rich as its soils have been. With the changing economic picture in this section, however, it has become an absolute necessity to take the tops off the recurrent floods and to conserve every possible gallon of water for the ever-increasing demands for it.

Kansas, the world over, is known for its exports of farm products. We in Kansas, though, are discovering sadly that we are exporting unnecessarily and irregularly too much of our water. It is a waste we can no longer afford, amounting to millions of dollars annually.

I, therefore, speaking officially for the Manhattan Chamber of Commerce and City Commission, and in complete unanimity with these other gentlemen of the valley appearing with you today, respectfully request that your honorable body give approval to the full amount of money requested for continued construction of Tuttle Creek Dam.

Mr. AVERY. Mr. Chairman, I would like to introduce Mr. Scott Kelsey, a farmer of Rossville, Kans.

Mr. CANNON. Mr. Kelsey.

STATEMENT OF SCOTT KELSEY

Mr. KELSEY. Mr. Chairman, my name is Scott W. Kelsey. I am a farmer living in the Kansas River Basin near Rossville, Kans.

I have a statement and also a resolution adopted by the Board of Supervisors of Tri-County Drainage District No. 1 of Shawnee County, Kans., that I would like to file.

Mr. CANNON. It will be filed at this point.

(The material referred to is as follows:)

My name is Scott W. Kelsey. I am a farmer living in the Kansas River Basin near Rossville, Kans. Again it is a pleasure to appear before this committee in the interest of flood control. I urge the continuation of the Kansas River projects now under construction, at a normal rate. I realize the economy attitude of the committee, and the country as a whole, but I wonder if it is good economy to halt or impede the progress of projects that are so vital to our well-being.

The valley farmers in my area have modified the effects of the devastating drought through the use of irrigation. Irrigation has been brought about by large capital investments in wells, pumps, and land preparation. These capital investments are at the mercy of another flood. It is imperative that the flood control projects continue. Also, I urge that a start be made on the Milford project soon, because it is the weak link in flood protection for the upper Kansas River Basin.

RESOLUTION

Whereas Tri-County Drainage District No. 1 of Shawnee County, Kans., is a drainage district extending between Silver Lake, Kans., and St. Marys, Kans., for 13 miles along the Kansas River and comprises approximately 10,500 acres of fertile Kaw botton land with hundreds of owners living thereon; and

Whereas the board of supervisors of said drainage district are concerned not only for their individual interests but for others similarly situated both on rural land and in the cities; and

Whereas had the public works now under construction in the Kansas River Basin under the supervision of the Corps of Engineers been completed in 1951 the flow of the flood of that year would have been reduced materially: Now, therefore, be it

Resolved by the Board of Supervisors of Tri County Drainage District No. 1 of Shawnee County, Kans., That the Congress of the United States make appropria-

tions for the continuing of construction of flood-control projects in the Kansas River Basin.

Adopted May 10, 1957.

[SEAL] SCOTT W. KELSEY, *Secretary.*

Mr. AVERY. I would like next to introduce the mayor of Topeka, Kans., Mr. Schnellbacher.

Mr. CANNON. Mayor Schnellbacher, we will be glad to hear you.

STATEMENT OF MAYOR GEORGE SCHNELLBACHER

Mr. SCHNELLBACHER. Mr. Chairman, I have some pictures and my statement I would like to file, but first I would like to say that we in the city of Topeka have always supported the comprehensive program of the Corps of Engineers, and will continue to do so. I am also chairman of the city commission, whose only purpose is to support flood control and conserve our water in the State of Kansas.

I urge the support by this committee of the amount recommended in the President's budget.

Mr. CANNON. Thank you, Mayor Schnellbacher, and your statement will be filed at this point.

(The material referred to is as follows:)

STATEMENT OF THE MAYOR OF TOPEKA, KANS.

My name is George G. Schnellbacher, I am in my third term as mayor of the city of Topeka, Kans., which together with its suburban areas has a population well over 130,000.

Our city commission has consistently been unanimous in their support of the comprehensive flood-control plan as recommended by the Army Corps of Engineers. I am also president of the Kansas River Flood Committee, which is composed of 1 representative from each of the governing bodies of 17 different cities in the Kansas River Basin, from Salina to Kansas City, inclusive.

The sole purpose of this committee is to support any program which will afford some measure of protection for their cities against floods. Since the disastrous flood of 1951, in which the residents of Topeka suffered over a $34 million financial loss and except for a near miracle would have lost our water plant. Bonds were voted by an 8 to 1 majority by the North Topeka Drainage District for the local participation in the Soldier Creek Cutoff, which is the first step of the local flood protection. This project is now under construction. In order to assure the Federal Government of our intentions to meet our requirements, the governing body has obtained special legislation from the State legislature which will enable the city of Topeka to issue bonds for over $3½ million with the top limit under this authority being 5 percent of the assessed valuation which is well over $5 million. We are now ready, willing, and able to furnish the necessary local participation in our local flood-protection works as needed.

I want also to urge this committee to give serious consideration to appropriating $10 million as recommended by the President's budget for the consideration of the construction of the Tuttle Creek Reservoir. This project is not only vital to our city, and the other cities of the Kansas River as part of the overall flood-protection plan, but is also needed to insure a constant water supply for the cities during drought years. I also wish to urge this committee to make the necessary appropriations to the Army Corps of Engineers in order that they can continue the many fine projects that are in the Missouri River and Kansas River watersheds. I feel it is also essential that the Army Corps of Engineers be allowed to complete their study of bank stabilization and erosion controls along the Kansas River.

I have some resolutions which I would like to leave with you and ask that they be made part of the record.

RESOLUTION

Declaring the policy of the city of Topeka, Kans., with respect to the Milford Dam, the Perry Dam, the Tuttle Creek Dam, the proposed Melvern and Prairie Reservoirs and the other flood-control programs and works now under construction or being planned in the Kansas River Basin and other river basins affecting the Topeka area

Whereas the city of Topeka, Kans., has for many years (and more particularly since the devastating flood of the Kansas River and its tributaries) supported all types of flood-control projects and particularly the construction of upstream reservoirs and local flood-protection works; and

Whereas the city of Topeka is on record as supporting the Milford Dam, the Tuttle Creek Dam, the Perry Dam, and other flood-control projects affecting the Kansas River Basin and is desirous of letting their support to such projects be known to the Congress of the United States of America; and

Whereas a restudy of the Melvern and Prairie Reservoirs has been completed by the Kansas Water Resources Board and the Army Corps of Engineers since the submission to the Congress of the United States of America of the President's budget for the fiscal year 1958; and

Whereas the city of Topeka is on record as supporting the proposed Melvern and Prairie Reservoirs and is desirous of letting their support to such reservoirs be known to the Congress of the United States of America in order that favorable consideration might be given to appropriating money in sufficient quantity to start the planning of these two vital parts of the Kansas Basin flood-protection program during the fiscal year 1958; Now, therefore, be it

Resolved by the Board of Commissioners of the City of Topeka, Kans., That the governing body of the city of Topeka respectfully petitions and urges the Congress of the United States of America to give favorable consideration to the prompt planning and construction of the projects, reservoirs, dams, and flood-control programs, listed above, by appropriating sufficient moneys to carry out those programs listed in the President's budget to the extent provided therein and further by appropriating sufficient moneys to enable the commencement of the planning of the Melvern and Prairie Reservoirs; be it further

Resolved by the Board of Commissioners of the City of Topeka, That the mayor of the city of Topeka be, and he is hereby, authorized to present copies of this resolution to the Congress of the United States of America and to take such other action as may be necessary to accomplish the intent and purpose of this resolution.

Adopted by the board of commissioners May 14, 1957.

Approved May 14, 1957.

GEORGE G. SCHNELLBACHER, *Mayor.*

Attest:

EDWIN R. JONES, *City Clerk.*

Mr. AVERY. Next I would like to introduce Mr. C. Madison Williams, city commissioner of Topeka.

Mr. CANNON. Mr. Williams.

STATEMENT OF C. MADISON WILLIAMS

Mr. WILLIAMS. Mr. Chairman, I am C. Madison Williams, commissioner of streets and public improvements, and a licensed professional engineer of the city of Topeka, Kans.

I request permission to file my statement.

Mr. CANNON. Thank you, Mr. Williams. It will be filed in the record at this point.

(The statement referred to is as follows:)

STATEMENT OF C. MADISON WILLIAMS, COMMISSIONER OF STREETS AND PUBLIC IMPROVEMENTS, AND A LICENSED PROFESSIONAL ENGINEER OF THE CITY OF TOPEKA, KANS.

Realizing the paramount importance of flood control for the Kansas River Valley, as well as the city of Topeka, and having fresh in our memories the extent of the devastation created by the flood of 1951, the engineering department of the

city of Topeka has given top priority to all work connected with the planning and implementation of the flood-control project.

Assistance has been rendered by the engineering department in securing appraisals for estimates that have been submitted to the Kansas City District of the Corps of Army Engineers, as well as other detailed technical information related thereto. Our engineering department is prepared to furnish any additional information or data necessary in order to assure the completion of the Topeka flood-protection program. We are ready, willing, able, and in fact anxious, to complete such projects at the earliest possible date.

The city commission is unanimously on record as endorsing in its entirety the comprehensive flood-protection plan for the Kansas River Basin designed by the Corps of Engineers. Residents and businesses in our city suffered a financial loss in 1951 in excess of $34 million. It is essential, therefore, that the flood-protection program for Topeka be completed at the earliest possible date.

I, therefore, respectfully urge your committee to approve the $1½ million, as a minimum, recommended in the President's budget for the local flood-protection works in Topeka. I also urge this committee to appropriate such moneys as are necessary to insure prompt completion of the badly needed upstream reservoirs in the Kansas River Basin.

Respectfully submitted.

C. MADISON WILLIAMS,
Commissioner of Street and Public Improvements.

Mr. AVERY. Next is Mr. T. M. Murrell, a State representative from the city of Topeka, Kans.

Mr. CANNON. Mr. Murrell.

STATEMENT OF HON. TURNER M. MURRELL

Mr. MURRELL. Mr. Chairman and gentlemen, it is my pleasure to represent also the Topeka Flood Control and Conservation Association of Topeka, Kans. I have a prepared statement I would like to enter in the record, and also a resolution passed by the Breakfast Optimist Club of Topeak, Kans., wholeheartedly supporting all flood-control projects along the Kansas River; and also a resolution by the Topeka Junior Chamber of Commerce.

The 1957 Kansas Legislature treated water as the most important resource in the State. Senate Concurrent Resolution No. 11, which was authored by three-fourths of the members of the senate, passed both houses by more than a two-thirds majority. It was the intent of the 1957 Kansas Legislature that the United States Congress know that the people of Kansas wholeheartedly endorse the programs for flood control and water conservation planned by the various United States agencies, and particularly the Corps of Engineers. We have had a severe drought in Kansas which probably has brought this problem to the fore.

Mr. CANNON. Thank you, and your statement and resolutions referred to will be filed at this point.

(The material referred to is as follows:)

STATE OF KANSAS,
HOUSE OF REPRESENTATIVES,
Topeka, May 13, 1957.

CHAIRMAN AND MEMBERS OF THE COMMITTEE,
Public Works Committee on Appropriations,
of the House and Senate of the 85th Congress.

GENTLEMEN: Flood control and our water resources are so closely related that from an overall planning standpoint we must consider them together. I am a member of the water-resources committee of the Kansas House of Representatives and have served on the Board of Topeka Flood Control and Conservation Association and Missouri-Arkansas Valley Flood Control and Conservation Association for several years.

The 1957 Kansas Legislature treated water as the most important resource in the State. Among legislation passing both houses by more than a two-third majority was Senate Concurrent Resolution No. 11, which was authored by three-fourths of the members of the senate. It was given considerable study and attention in the house. It was the intent of the 1957 Kansas Legislature that the United States Congress know that the people of Kansas wholeheartedly endorse the programs for flood control and water conservation planned by the various United States agencies.

The people of my legislative district and Topeka, Kans., have requested and obtained enabling legislation to permit increasing the bond-levy limitations, the issuance of general-obligation bonds, in fact the bonds have been sold and right-of-way acquired in order that an early start may be made on all of our local flood-control projects authorized by the Corps of Engineers. The hazards to Topeka and its waterworks plant continues to exist from the Kansas River and the Soldier Creek. The contract has been let by the Corps of Engineers for the relocation of Soldier Creek. The land has been acquired for the building of the protection to our water plant. Topeka is now able to do and to furnish all things necessary in cooperation with the Corps of Engineers for their local flood-control works.

The Tuttle Creek Dam is an essential part of the overall flood protection program along the Kansas River. Additional funds are needed for its completion. The fact that it is now under construction is reassuring to our people and industry with expansion being planned in contemplation of its protection. The reservoirs of Milford and Perry are necessary components of the Corps of Engineers plan for complete flood protection along the Kansas River.

It is respectfully urged that you give favorable consideration to our local flood control projects in Topeka, Kans., and those flood control projects now under construction and those which are authorized by the Corps of Engineers along the Kansas River and appropriate sufficient money for their early construction.

Very respectfully,

TURNER M. MURRELL,
Representative, 33d District.

A RESOLUTION BY THE BREAKFAST OPTIMIST CLUB OF TOPEKA, KANS.

A resolution petitioning the Congress of the United States to take appropriate action in connection with local flood-control works and protection for the city of Topeka, Kans.

Whereas the Kansas River flows through the city of Topeka, Kans.; and

Whereas the city of Topeka suffered a severe flood in 1951, causing damage as a result of the Kansas River overflowing, in the approximate amount of $34 million; and

Whereas the dikes, shallow channel and obstruction in said Kansas River continue to exist; and

Whereas the city of Topeka has taken such steps as are necessary in connection with acquiring legislative authority to issue bonds and finance the acquiring of the right-of-way and meet all of the requirements and do all of those things required by the Corps of Engineers in connection with the flood-control project planned by the Corps of Engineers along the Kansas River in the city of Topeka, Kans.; and

Whereas Soldier Creek in North Topeka, Kans., does continue to be a flood hazard; and

Whereas the city of Topeka and the North Topeka Drainage District has by bond election acquired authority to issue bonds and has issued such bonds and acquired and paid for the right-of-way for the relocation of Soldier Creek; and

Whereas the contracts have been entered into between the Corps of Engineers for the construction of the new channel for Soldier Creek; and

Whereas additional money is needed to complete said project; and

Whereas as a result of the flooding of the Kansas River in 1951, the water plant of the city of Topeka would have been inundated and destroyed but for emergency measures taken which temporarily raised the level of the dike with sand bags; and

Whereas the city of Topeka has obtained legislative authority to acquire additional land for the purpose of building a ring dike and authority for the issuance of bonds to meet those requirements and to do those things required by the Corps of Engineers: Now, therefore, be it

Resolved by the Breakfast Optimist Club of Topeka, Kans., That we respectfully request and petition the Congress of the United States to make such appropriations as will insure the construction of these flood-control measures urgently needed to alleviate the hazards presently existing to the people and industry of the city of Topeka, Kans.; and be it further

Resolved, That copies of this resolution be transmitted to the President of the United States, the Vice President of the United States, the Director of the Bureau of the Budget of the United States, to the Congressman for the First District of Kansas, the Senators of the State of Kansas, and the Corps of Engineers.

BREAKFAST OPTIMIST CLUB OF TOPEKA, KANS.,
By JAMES GLENN, *President.*
By NORMAN S. NORBURG, *Secretary.*

A RESOLUTION BY THE TOPEKA JUNIOR CHAMBER OF COMMERCE OF TOPEKA, KANS.

A resolution petitioning the Congress of the United States to take appropriate action in connection with local flood-control works and protection for the city of Topeka, Kans.

Whereas the Kansas River flows through the city of Topeka, Kans; and

Whereas the city of Topeka suffered a severe flood in 1951, causing damage as a result of the Kansas River overflowing, in the approximate amount of $34 million; and

Whereas the dikes, shallow channel, and obstruction in said Kansas River continue to exist; and

Whereas the city of Topeka has taken such steps as are necessary in connection with acquiring legislative authority to issue bonds and finance the acquiring of the right-of-way and meet all of the requirements and do all of those things required by the Corps of Engineers in connection with the flood-control project planned by the Corps of Engineers along the Kansas River in the city of Topeka, Kans.; and

Whereas Soldier Creek in North Topeka, Kans., does continue to be a flood hazard; and

Whereas the city of Topeka and the North Topeka Drainage District has by bond election acquired authority to issue bonds and has issued such bonds and acquired and paid for the right-of-way for the relocation of Soldier Creek; and

Whereas the contracts have been entered into between the Corps of Engineers for the construction of the new channel for Soldier Creek; and

Whereas additional money is needed to complete said project; and

Whereas as a result of the flooding of the Kansas River in 1951, the water plant of the city of Topeka would have been inundated and destroyed but for emergency measures taken which temporarily raised the level of the dike with sandbags; and

Whereas the city of Topeka has obtained legislative authority to acquire additional land for the purpose of building a ring dike and authority for the issuance of bonds to meet those requirements and to do those things required by the Corps of Engineers: Now, therefore, be it

Resolved by the Topeka Junior Chamber of Commerce, That we respectfully request and petition the Congress of the United States to make such appropriations as will insure the construction of those flood-control measures urgently needed to alleviate the hazards presently existing to the people and industry of the city of Topeka, Kans.; and be it further

Resolved, That copies of this resolution be transmitted to the President of the United States, the Vice President of the United States, the Director of the Bureau of the Budget of the United States, to the Congressman for the First District of Kansas, the Senators of the State of Kansas and the Corps of Engineers.

TOPEKA JUNIOR CHAMBER OF COMMERCE OF TOPEKA, KANS.
By HAROLD M. GOODMAN, *President.*
By KENNETH A. PUGES, *Secretary.*

Mr. CANNON. Congressman Avery.

Mr. AVERY. I would now like to introduce Mr. Kelly Lewis, president of the North Topeka Drainage Board, Topeka, Kans.

Mr. CANNON. Mr. Lewis.

STATEMENT OF KELLY LEWIS

Mr. LEWIS. Mr. Chairman, my name is Kelly Lewis. I am president of the North Topeka Drainage Board, Topeka, Kans. I have a statement I would like to file from Mr. Cecil V. Matheny, president of the North Topeka Lions Club; a resolution by the North Topeka Kiwanis Club; a resolution by the officers of the North Topeka Drainage District of Shawnee County, Kans.; and my own personal statement.

Mr. CANNON. Thank you, Mr. Lewis. The material you referred to will be included in the record at this point.

(The material referred to is as follows:)

STATEMENT OF KELLY LEWIS, PRESIDENT, NORTH TOPEKA DRAINAGE BOARD

My name is Kelly Lewis. I am president of the North Topeka Drainage Board, Topeka, Kans.

Since the 1951 flood, which dealt so much destruction to the district that I represent, the principal objective of our drainage board has been to work for the early completion of the local flood-protection plans at Topeka. In this connection, our district held a bond election and voted by an 8-to-1 majority, a $450,000 bond indebtedness on a district whose assessed valuation is approximately $10½ million.

We have done everything in our power to cooperate with the Federal Government, in order to make the local flood protection for our community a reality. We have furnished the necessary local assurances; the planning work has been completed on the Soldier Creek diversion unit, and the first contract was let about 90 days ago. The contractor is now in the process of completing the first phase of this project.

On behalf of the other two members of the North Topeka Drainage Board, I want to urge the members of this committee to approve the $1½ million recommended in the President's budget to continue construction of the local flood-protection works at Topeka, Kans.

NORTH TOPEKA LIONS CLUB,
Topeka, Kans., May 13, 1957.

THE HOUSE APPROPRIATIONS COMMITTEE,
Washington, D. C.

GENTLEMEN: We, of the North Topeka Lions Club are in full support of Topeka flood control.

We are in favor of, and urge that the appropriation of funds for vital flood protection of North Topeka, be approved.

Sincerely,

CECIL V. MATHENY, *President.*

NORTH TOPEKA KIWANIS CLUB,
North Topeka, Kans., May 14, 1957.

At the official May 1957 board meeting of the North Topeka Kiwanis Club, held at the Hotel Kansan, Topeka, Kans., on May 13, 1957, the following action was taken:

Be it resolved, That the North Topeka Kiwanis Club respectfully but urgently recommends and requests the Congress of the United States to appropriate the $1,500,000 now in the President's budget for local flood-protection works at Topeka and also to appropriate in the future additional funds in order to complete the flood-protection works at Topeka and the Soldier Creek Cutoff project.

Very truly yours,

VIRGIL L. SHIELDS, *President.*

RESOLUTION

Whereas an appropriation was made by the Congress of the United States for the Soldier Creek diversion unit of local flood control protection work for Topeka, Kans., as included in a part of the comprehensive plan for the Kansas River, authorized by Flood Control Act approved September 1954, Public Law 780, 83d Congress, 2d session; and

Whereas a contract for a portion of said work was let by the Corps of Engineers of the United States Army; and

Whereas said work has been started by the contractor; and

Whereas an additional appropriation will be necessary to complete the Soldier Creek diversion unit of said project; and now, therefore, be it

Resolved, That the officers of the North Topeka Drainage District of Shawnee County, Kans., attend the budget hearing of the House of Representatives of the United States on May 16, 1957, and the budget hearing of the Senate of the United States on May 17, 1957, and request that a further appropriation be made by the Congress of the United States, for such amount as is necessary to complete the Soldier Creek diversion unit of said project, as estimated by the Corps of Engineers of the United States Army; and be it further

Resolved, That the above and foregoing resolution be signed by all three members of the board of directors of the North Topeka Drainage District of Shawnee County, Kans.; and that a certified copy of this resolution be presented to the Appropriation Committee of each House of said Congress.

KELLY LEWIS, *President.*
H. T. JACKSON, *Secretary.*
L. M. PARAMORE, *Treasurer.*

CERTIFICATE

I, Howard T. Jackson, hereby certify that I am the secretary of the board of the North Topeka Drainage District of Shawnee County, Kans., and that the above and foregoing is a true and correct copy of a resolution adopted by said board at the regular meeting of said board held May 6, 1957.

[SEAL] HOWARD T. JACKSON, *Secretary.*

Mr. AVERY. The next witness, representing Shawnee County, is Mr. Dean Yingling, chairman of the Board of Commissioners of Shawnee County.

Mr. CANNON. Mr. Yingling.

STATEMENT OF DEAN YINGLING

Mr. YINGLING. Mr. Chairman, I would like to present a statement from the Board of Commissioners of Shawnee County, Kans., and copies of resolutions supporting the flood-control program in our area.

Mr. CANNON. Thank you, Mr. Yingling. The statements will be included at this point.

(The material referred to is as follows:)

MAY 10, 1957.

MEMORANDUM

At the present time we have impounded in a special bridge fund, the sum of $649,726.39, in the Shawnee County treasury, which has been accumulated from a tax levy, for the construction of the necessary bridges over the proposed Soldier Creek cutoff.

Two bridges on the Soldier Creek Channel change are now under contract in the amount of $166,000, and funds necessary to construct additional bridges and secure right of way will be made available as construction of the channel progresses.

Plans for reestablishing bank lines along the Kaw River through Shawnee County are presently being made.

Please be advised that it is the desire of the Shawnee County Commissioners to assist and cooperate in every way possible with Federal and local agencies to further flood control in the Kaw River Basin.

BOARD OF COMMISSIONERS OF
SHAWNEE COUNTY, KANS.
DEAN E. YINGLING,
Chairman.
ROBERT W. DOMME,
Member.
G. CLAY BAKER,
Member.

Attest:
[SEAL] MYRON H. CUSHMAN, *County Clerk.*

MARCH 19, 1956.

RESOLUTION

Whereas the Corps of Engineers has submitted to the United States Congress a comprehensive plan for flood control; and

Whereas it has been represented to the Board of Commissioners of Shawnee County, Kans., that it is the plan of the Army engineers to coordinate with their plan the following:

(*a*) Bank stabilization and levee program, all along the Kaw River Basin;

(*b*) Soldier Creek Cutoff, at North Topeka, Shawnee County, Kans.;

Now, therefore, be it

Resolved by the Board of Commissioners of Shawnee County, Kans., That the projects above set out are of vital importance to the city of Topeka and Shawnee County, Kans.; that the board of county commissioners hereby endorses and recommends the planning, coordination, and completion of the projects above set out and said board earnestly requests that a sufficient appropriation of Federal funds to pay the amount of Federal participation, be made.

Attached hereto and made a part hereof, are the following:

(1) Resolution containing commitment to build bridges necessitated by the Soldier Creek Cutoff.

(2) Memorandum indicating the availability of funds to fulfill said commitment.

BOARD OF COMMISSIONERS OF
SHAWNEE COUNTY, KANS.
DEAN E. YINGLING, *Chairman.*
ROBERT R. JONES, *Member.*
PAUL MADDEN, *Member.*

Attest:

MYRON H. CUSHMAN, *County Clerk.*

MARCH 19, 1956.

MEMORANDUM

At the present time, we have impounded in a special bridge fund, the sum of $354,162.57, in the Shawnee County treasury, which has been accumulated from a tax levy, for the construction of the necessary bridges over the proposed Soldier Creek Cutoff.

An additional amount necessary to cover the cost of these bridges is and will be levied in time to meet construction dates.

BOARD OF COMMISSIONERS OF
SHAWNEE COUNTY, KANS.
DEAN E. YINGLING, *Chairman.*
ROBERT R. JONES, *Member,*
PAUL MADDEN, *Member.*

Attest:

MYRON H. CUSHMAN, *County Clerk.*

MAY 9, 1955.

RESOLUTION

Whereas certain plans have been submitted to the Board of Commissioners of Shawnee County, Kans., for a Soldier Creek Cutoff as shown by plans by the Army engineers, and the North Topeka Drainage Board, which are attached hereto; and

Whereas approval of the project at State and national levels is being sought: Now, therefore, be it

Resolved, That subject to approval at State and national levels, and as far as funds may be available, Shawnee County will construct the necessary bridges where the channel change intersects County and Township Roads.

BOARD OF COMMISSIONERS OF SHAWNEE COUNTY, KANS.
DEAN E. YINGLING, *Chairman.*
ROBERT R. JONES, *Member.*
PAUL MADDEN, *Member.*

Attest:

MYRON H. CUSHMAN, *County Clerk.*

Mr. AVERY. Next is Mr. John Fernstrom of Topeka, Kans.

Mr. CANNON. Mr. Fernstrom.

STATEMENT OF JOHN F. FERNSTROM

Mr. FERNSTROM. My name is John Fernstrom. I am secretary of the North Topeka Merchants Association and vice president of the Topeka Flood Control and Conservation Association. I also own and operate a shoe store in North Topeka which has twice been destroyed by flood.

I would like permission to file my statement and resolutions by the North Topeka Merchants Association and the Topeka Flood Control and Conservation Association.

Mr. CANNON. They will be included at this point.

(The material referred to is as follows:)

My name is John Fernstrom, Topeka, Kans. I am secretary of the North Topeka Merchants Association, vice president of the Topeka Flood Control & Conservation Association. I own and operate a shoestore in North Topeka, which has twice seen total destruction by flood.

Our years of excessive rainfall as well as intermittent drought bring home the necessity for controlling one of the country's most priceless resources, water. This can be accomplished only through coordinated conservation practices in conjunction with large reservoirs. The two complement each other. They are not interchangeable.

The numerous tributaries of the Kansas River draining a large part of this and adjacent States, empty vast quantities of water into this stream, all of which must pass through Topeka on its way to the Missouri at Kansas City.

The opponents of the authorized comprehensive plan for water control present unbelievable alternates: 1, the flow-away would widen the Kansas River in order to permit distress water to rush down upon the heavily populated Kansas cities. They reason, once it passes the State line, Kansas responsibility ceases. They suggest that areas out of State meet the problem by plowing under vast industrial installations and evacuation of their dense populations.

Since the great flood of 1951, the first step in forestalling a repetition of this, one of our Nation's greatest tragedies, came with the start of the Key Reservoir, Tuttle Creek. It has progressed rapidly with appropriations granted in the last 2 years. Its completion must be accelerated. Almost 6 years have passed since the deluge of 1951 with the flood areas still vulnerable.

We hope and pray that Congress expedite appropriations for the Tuttle Creek dam and also enable early starts on the two projects so necessary to complement its functions, Milford and Perry Reservoirs.

JOHN F. FERNSTROM, *Topeka, Kans.*

MAY 6, 1957.

RESOLUTION,

Greetings: North Topeka consists of a highly developed area wedged between the Kansas River and Soldier Creek.

This poses an ever-present threat of inundation to this territory.

The so-called Soldier Creek diversion is under construction, thanks to congressional appropriations of last year. We urge that this session furnish additional funds that it may be hurried to completion.

The right-of-way necessary for the Kansas River installations has been secured by the city of Topeka and awaits appropriations necessary to implementation. We urge that those funds be made available at an early date.

These expenditures, we feel, are a national investment. The loss of income tax through flood casualty allowances, alone, would more than pay for these deterents.

Since these local measures are predicated upon upstream reservoirs we urge accelerated construction of the Tuttle Creek, Milford, and Perry Dams.

Respectfully yours,

THE NORTH TOPEKA MERCHANTS ASSOCIATION,
MERVIN HESS, *President.*

RESOLUTION OF THE TOPEKA FLOOD CONTROL & CONSERVATION ASSOCIATION

Whereas the local flood-protection works for Topeka, Kans., designed and planned by the United States Corps of Army Engineers and authorized by the Congress of the United States as a part of House Document 642; and

Whereas the North Topeka Drainage Board has furnished the Federal Government with the necessary local assurances; and

Whereas the governing body of the city of Topeka is now in the process of furnishing the Federal Government with the necessary local assurances; and

Whereas the Congress of the United States has seen fit, through recommendations by the Senate and House Appropriations Committee, to appropriate planning money for the fiscal year 1956 in the amount of $60,000 and construction money for the fiscal year 1957 in the amount of $400,000 for the local Topeka projects; and

Whereas the contracts have been let and work is satisfactorily progressing on a portion of the local Topeka flood protection works, known as the Soldier Creek diversion unit, and

Whereas the Kansas Water Resources Board and Army Corps of Engineers have now completed their restudy of the Milford and Perry Reservoirs in the Kansas Basin, and both agencies have endorsed and recommended these reservoirs as necessary projects in the Kansas River Basin, not only for their flood-control benefits, but also because of their auxiliary benefits: Now, therefore, be it

Resolved, That the Topeka Flood Control & Conservation Association hereby go on record as endorsing the program recommended for flood-drought-control projects in the Kansas River Basin by the United States Corps of Army Engineers; and be it further

Resolved, That we hereby urge the Congress of the United States to make appropriations for these projects, in order that their construction can be completed at the earliest possible date; and be it further

Resolved, That copies of this resolution be presented to the Public Works Sub-Committee on Appropriations of the House and Senate of the 85th Congress.

WILLARD HASKELL, *President.*

Mr. AVERY. Next is Mr. Charles Fisher, city attorney of Topeka, Kans.

Mr. CANNON. Judge Fisher.

STATEMENT OF CHARLES S. FISHER, JR.

Mr. FISHER. Mr. Chairman and gentlemen, I have my personal statement, together with copy of a resolution passed last Tuesday by the board of commissioners of the city of Topeka. That particular

resolution gives the assurance that the city of Topeka is ready, willing, and able to furnish its share of the money necessary for the local flood-control projects.

Mr. CANNON. Thank you very much, Mr. Fisher, and your statement and the resolution will be included in the record at this point.

(The material referred to is as follows:)

STATEMENT OF CHARLES S. FISHER, JR., CITY ATTORNEY OF THE CITY OF TOPEKA, RELATING TO THE NECESSITY OF PROMPT COMPLETION OF THE PROJECTS IN THE KANSAS RIVER BASIN AND THOSE WHICH AFFECT THE CITY OF TOPEKA

I am Charles S. Fisher, Jr., city attorney of the city of Topeka, Shawnee County, Kans.

During the summer of 1951 devastating floodwaters of the Kansas River and its tributaries flooded the entire Kansas River Valley including a sizable portion of the city of Topeka. Damage in our city alone was estimated at $34 million and this figure does not include the tremendous damages also sustained by Manhattan, Kans., Perry, Kans., Lawrence, Kans., Kansas City, Kans. and Mo., as well as the other cities situated along the Kansas River Valley.

Following the tremendous 1951 flood a period of reconstruction began, and at this time the dykes protecting our city have been restored to their pre-1951 levels. This does not mean, however, that the city of Topeka now has adequate flood control. On the contrary, during 1951 the floodwaters reached a height which exceeded the top of the dyke system (the same system we now have) by approximately 6 feet. Even though some flood-control work has been completed, it is apparent that if a flood of 1951 proportions were to come to Kansas tomorrow the city of Topeka would have little, if any, more flood protection than was available in 1951. It is to remedy this situation that our city, and more particularly myself, as city attorney, now ask that sufficient moneys be appropriated to allow the fastest possible completion of all flood-control projects both being planned and which are now under construction in the Kansas River Basin. To this end, the city of Topeka has not only requested and secured passage of a bill (Senate bill 46, effective March 30, 1957) from the Kansas Legislature which allows the city to raise the necessary money to pay its share of the local flood-control projects, but has also, by resolution of the city commission, committed itself to raise such moneys.

The city of Topeka is ready, willing, and able to pay its share, and we now ask that the Congress of the United States do its part by appropriating sufficient funds to allow prompt completion of these necessary projects. It's raining again in Kansas, so please let's not again have a 1951 flood with the misery and devastation which always accompanies such a tragedy.

RESOLUTION DECLARING THE POLICY OF THE CITY OF TOPEKA, KANS.

Whereas the waterworks unit, Oakland unit, North Topeka unit, South Topeka unit, Auburndale unit, channel-improvement unit, and bridge-alteration unit of the local flood-protection works for Topeka, Kans., are included as a part of the comprehensive plan for the Kansas River, authorized by the Flood Control Act approved September 3, 1954, Public Law 780, 83d Congress, 2d session (H. Doc. No. 642, 81st Cong., 2d sess., project document); and

Whereas the Secretary of the Army of the United States of America has authorized, pursuant to the opinion and supervision of the Chief of Engineers, works of improvement in the vicinity of Topeka, Kans., including construction of levees, drainage structures, new bridges, bridge alterations, and channel improvements to protect people and property, in accordance with plans approved by the Chief of Engineers, and such work and improvements are deemed advisable by the Chief of Engineers; and

Whereas the city of Topeka, Shawnee County, Kans., is a public corporation, having perpetual existence, organized under the laws of Kansas; and

Whereas the construction of levees, drainage structures, new bridges, bridge alterations, channel improvements in and about said city are desirable and necessary for the public welfare to give adequate flood protection to inhabitants, lands, and property lying within said city, and all the proposed improvements are to be within the 10-mile limit as provided under Kansas law; and

Whereas the city of Topeka is authorized to issue bonds for such improvements without an election in an amount not to exceed 3½ percent of the total tangible assessed valuation of the city, under the provisions of Senate bill No. 46 of the 1957 session of the Kansas Legislature, which became effective and the law of the State of Kansas, upon publication in the official State paper on the 30th day of March 1957; and

Whereas the total tangible assessed valuation of the city of Topeka for the fiscal year 1958, commencing July 1, 1957, has been determined to be in excess of $113,052,411; and

Whereas the estimate of the total cost of all of the above-enumerated units to the city by the Corps of Army Engineers, exclusive of the Melan Bridge removal was $1,530,000; and

Whereas the city has been furnished estimates by a competent bridge engineer of the costs of removal and replacement of the Melan Bridge in the amount of $1,750,000, plus $175,000 for engineering and contingencies; and

Whereas the city intends to issue bonds in the amount required to pay the city's share of the cost of the project, subject to the statutory limitation described herein; and

Whereas the city has statutory authority to issue such bonds in an amount in excess of $3,955,000 by vote of the city commission; and

Whereas the city's share of the total cost of all of the above units has been estimated by both the Corps of Engineers and independent appraisers appointed by the city at a sum not to exceed the following:

(*a*) Cost of acquisition of right-of-way	$1, 750, 000
(*b*) Cost or removal and reconstruction and relocation of Melan Bridge	1, 925, 000
Cost of right-of-way, Melan Bridge	200, 000
(*d*) Contingencies	80, 000
Total	3, 955, 000

Now, therefore, be it

Resolved by the Board of Commissioners of the City of Topeka, That said city will issue bonds of the city as authorized by Senate bill No. 46 of the 1957 session of the Kansas Legislature in a sufficient amount to pay the city's share of the cost of such project as described above, and that this body will cooperate with the Federal Government and its designated authorities and agents to effect the construction of flood-control improvements as authorized in the Flood Control Act and in accordance with plans prepared and approved by the Corps of Engineers of the Department of the Army;

(*a*) That the Board of Commissioners of the City of Topeka, agrees to comply with the reasonable requirements of said acts and the Chief of Engineers to the extent of its statutory ability, and to provide without cost to the United States, free and unencumbered all lands, easements, and rights-of-way, and any relocation or adjustment of facilities necessary for such construction as described above, and for the ponding of interior drainage, if required;

(*b*) That the Board of Commissioners of the City of Topeka will hold and save harmless the United States free from damages due to the construction or operation of the project;

(*c*) That the Board of Commissioners of the City of Topeka will maintain and operate all the works after completion in accordance with regulations prescribed by the Secretary for the Army: Now, therefore, be it further

Resolved, That the Board of Commissioners of the City of Topeka will cooperate with the Federal Government to effect the construction of the flood project as above.

Adopted by the Board of Commissioners May 14, 1957.

Approved May 14, 1957.

GEORGE G. SCHNELLBACHER, *Mayor*.

Mr. AVERY. Mr. Chairman, that concludes the witnesses from the First District. I certainly thank you for your time and hope you will give consideration to the projects discussed by the witnesses I have presented.

Mr. CANNON. Thank you very much, Congressman Avery.

Mr. SCRIVNER. Mr. Chairman, I have a statement for the record at this point.

Mr. CANNON. Congressman Scrivner.

STATEMENT OF REPRESENTATIVE ERRETT P. SCRIVNER

Mr. SCRIVNER. For many years I have appeared before this subcommittee, presenting facts as they relate to flood control and water conservation problems in eastern Kansas. Time will not permit a repetition of all the facts I have heretofore presented. Furthermore, you gentlemen are well aware of most of them, hence repetition is not necessary.

In 1934 study of the entire United States was made to determine which areas would suffer greatest in event of floods. This study showed that the confluence of the Kansas and the Missouri Rivers of Kansas City offered the greatest potential danger of any area in the United States.

In 1951, July—the date you have often heard me refer to as "Black Friday, the 13th"—the prediction was proven true. The rampaging Kansas River overflowed the dikes at Kansas City, Kans., and the most disastrous flood in the history of the United States ran its course. Total damage from flooding in the Kansas and lower Missouri River Basins in 1951, $937 million. Loss in taxes to the United States Government were estimated at one-quarter of a billion dollars. It was the biggest, most costly flood in the history of this Nation. Only one bright spot stands out. There was no loss of life in the Kansas River Basin, thanks to early warning of alert police forces.

Now today you will hear from a great many witnesses on a great many projects—some in the planning stage and some under construction. They are here in the interest of flood control and water conservation for the Missouri and Kansas River Basins.

An orderly plan substantially as envisioned by the Pick-Sloan plan is available by which these river basins—historically the areas of alternating cycles of floods and drought can be made relatively free from tragic damages and losses. Briefly, the plan calls for the construction of reservoirs and the building of local protective works at cities, as well as the erection of agricultural levees and dikes. The reservoirs, originally intended basically for flood protection, now are recognized also as potential supplies of stored water in times of drought.

It is a demonstrated fact that the Kansas River caused the flood of 1951, and most of the flooding during the last half-century on the lower Missouri River downstream from the confluence at Kansas City.

In connection with the Kansas River Basin plan, two reservoirs were recommended, Milford and Perry, which have been resurveyed, with the report just coming into the Office of the Chief of Engineers. The resurvey made it impossible to have included in this budget any request for planning money for either. It is hoped that some way can be found for the engineers to have funds available for planning for the project they determine to have the greatest priority.

Recognizing the value of this program in the Kansas River Valley, you gentlemen have seen fit to appropriate funds for Tuttle Creek Reservoir, designed to take the top 3 to 5 feet off of any major flood and stop many others. This is the key dam in the series proposed to reduce floods in the Kansas River Basin and the Missouri River Basin. This year the budget recommended $10 million for continued construction on Tuttle Creek Reservoir—and barring exceptional circumstances, the Corps of Engineers expect to be able to close this

dam by late next year. Appropriations for continued construction for Tuttle Creek are requested.

MARAIS DES CYGNES

About 40 miles south of the Kansas River, the Marais des Cygnes River flows in Kansas, becoming the Osage as it enters Missouri. The Marais des Cygnes-Osage has a flood history of 50 floods in about 50 years. The flood of 1951 was comparable to that on the Kansas River. It forced thousands from their homes in Ottawa and Osawatomie, Kans., and in various Missouri cities. And where the Osage joins the Missouri River, it adds even further to the flooding conditions on the lower Missouri River.

Last year the residents of Ottawa demonstrated their sincere interest in controlling "Mad Mary," as they call the Marais des Cygnes, by voting a $770,000 bond issue by a margin of 8 to 1 for local protective works. They are doing their part to protect themselves. And they ask, now that plans are in the completion stage, that Congress appropriate money to begin construction work on Pomona Reservoir, to give them further protection, as well as to reduce the danger and potential losses to downstream communities and farms.

Appropriations for local protective works at Ottawa and construction money for Pomona Reservoir are requested.

Other projects are proposed to allow maximum development of flood protection and water conservation in an orderly way. No project calls for electric power features. As you gentlemen know, the big problem is flood and drought, in alternating cycles.

This orderly, planned development of flood-control and water-conservation facilities is an investment in the strength and welfare of our Nation.

Thank you, gentlemen. One more word before introducing each of the men who will testify today. Two familiar faces are not with us. Within the past year, death has claimed A. E. "Art" Ebener of Kansas City, a member of the Kaw Valley Drainage Board, and Z. R. Hook, vice president of the Mo-Ark Association and former mayor of Manhattan, Kans.—men who were dedicated in their efforts to bring about water conservation.

Mr. CANNON. Thank you, Congressman Scrivner.

Mr. SCRIVNER. I would like to present Mr. Emil Heck, representing the Douglas County Drainage Board and the Lawrence Chamber of Commerce, and one of the outstanding farmers of Kansas.

Mr. CANNON. Mr. Heck.

STATEMENT OF EMIL HECK

Mr. HECK. Mr. Chairman, I have four resolutions I would like to present for your record. I will not discuss the matter before the committee.

One resolution is by the chamber of commerce of Lawrence, Kans.; 1 is by the Kaw Basin Water Management Association; 1 is by the city of Perry, Kans.; and 1 is by the Douglas County-Kaw Drainage District.

Mr. CANNON. Thank you, Mr. Heck. They will be included in the record.

(The material referred to is as follows:)

CHAMBER OF COMMERCE,
Lawrence, Kans., May 14, 1957.

To *Appropriations Subcommittee of the United States Senate and United States House of Representatives:*

Be it resolved, That the Congress of the United States, through its appropriate committees, be advised of the desire of the Lawrence, Kans., Chamber of Commerce to have included in the budget the following appropriations:

Planning money in the amount of $250,000 for use on the authorized Milford Reservoir, located on the Republican River in Kansas.

Planning money in the amount of $100,000 for use on the authorized Perry Reservoir, located on the Delaware River in Kansas.

Planning money in the amount of $35,000 for use in implementing local protection works for the city of Lawrence, Kans., and adjacent rural areas.

We respectfully urge the inclusion of these funds in the Federal budget so that these projects may move forward at an early date.

THE LAWRENCE, KANS., CHAMBER OF COMMERCE,
By E. R. ZOOK, *Secretary.*

[SEAL]
ERZ:dv

RESOLUTION

Whereas the Kaw Basin Water Management Association, District No. 13, has repeatedly endorsed and approved the Kansas River Basin and Missouri-Arkansas River Basin projects; and

Whereas the appropriations subcommittees of the United States Senate and the United States House of Representatives are holding hearings on the 17th day of May 1957, relating to allocation of funds for planning for flood protection works: Now, therefore, be it

Resolved, by the Kaw Basin Water Management Association, District No. 13, That $100,000 in planning money be appropriated for the Perry Reservoir project; $250,000 for the Milford Reservoir project on the Republican River; and $35,000 in planning money for flood protection for Lawrence; and that a copy of this resolution be presented at the hearing on the 17th day of May by the designated representative of this organization.

Unanimously adopted by the Kansas Basin Water Management Association, District No. 13, this 11th day of May 1957.

EMIL HECK, *President.*

Attest:

HELEN TRANT, *Secretary.*

RESOLUTION

Whereas the city of Perry, Kans., has heretofore approved and endorsed all the Kansas River Basin projects; and

Whereas the Perry Reservoir is a vital link in the flood-protection plan for the Kaw River Basin and planning money is urgently needed; and

Whereas the Appropriations Subcommittees of the United States Senate and the United States House of Representatives are holding hearings on the 17th day of May 1957, relating to allocation of funds for planning for flood-protection works: Now, therefore, be it

Resolved by the governing body of the city of Perry, That $100,000 be appropriated to provide planning money for the Perry Reservoir project on the Delaware River, as well as $250,000 for the Milford Reservoir project on the Republican River, and that a copy of this resolution be presented at the aforementioned hearings.

Unanimously adopted by the governing body of the city of Perry, Kans., this 11th day of May 1957.

Attest: W. W. OLIVER, *Mayor.*

[SEAL] N. E. PETERSON, *City Clerk.*

RESOLUTION

Whereas the Douglas County-Kaw Drainage District representing the citizens of North Lawrence and the flood areas on the Kaw River in Douglas County, wishes to reemphasize the necessity for flood control in wet years and the conservation and control of water during drought; and

Whereas the board of directors of said drainage district appreciates the necessity for wise economy but also recognizes that planning money appropriated today may save millions of dollars in the future; and

Whereas the House and Senate Appropriations Committees, will hold hearings in Washington, D. C., on May 17, 1957, relating to allocation of funds for planning for flood protection works: Now; therefore, be it

Resolved by the Douglas County-Kaw Drainage District, That the Appropriations Subcommittee be urged to provide $35,000 in planning money for local flood protection for Lawrence, and that $100,000 be allocated toward planning for the Perry Reservoir project, and $250,000 for the Milford Reservoir project and that a copy of this resolution be presented at the aforementioned hearings by the representative of said district.

Unanimously adopted by the board of directors of the Douglas County-Kaw Drainage District this 11th day of May 1957.

WESLEY BRUNE, *President.*

Attest:

[SEAL] WILLIAM CAIN, *Secretary.*

Mr. SCRIVNER. Mr. Chairman, I now introduce Mayor John Weatherwax of Lawrence, Kans.

Mr. CANNON. Mayor Weatherwax, we are glad to have you here and will be glad to hear your statement.

STATEMENT OF MAYOR JOHN T. WEATHERWAX

Mr. WEATHERWAX. First, Mr. Chairman, I would like to assure you that if you think Manhattan has a tough football team you should come to Lawrence.

Mr. CANNON. I have been there. Off the record.

(Discussion off the record.)

Mr. WEATHERWAX. I would like to offer for the record a copy of a resolution adopted by the board of commissioners of the city of Lawrence, Kans.

We are asking for $35,000 in planning money for suitable and adequate flood-control facilities for the city of Lawrence, Douglas County, Kans.

This is the first time a representative of Lawrence, Kans., has appeared before this committee, and it is a pleasure to be here and represent our community.

Mr. CANNON. Thank you very much, Mr. Mayor.

The resolution you offered will be filed at this point.

(The resolution referred to is as follows:)

RESOLUTION

Whereas the city of Lawrence, Kans., has heretofore approved and endorsed all the Kansas River Basin projects; and

Whereas the local protection for the city of Lawrence is vitally needed for the future safety and welfare of its citizens; and

Whereas the Appropriation Subcommittees of the United States Senate and the United States House of Representatives are holding hearings on the 17th day of May 1957, relating to allocation of funds for planning for flood protection works: Now, therefore, be it

Resolved by the board of commissioners in the city of Lawrence, Kans., That a minimum of $35,000 be appropriated to provide planning for suitable and adequate flood-control facilities for the city of Lawrence, Douglas County, Kans., and that a copy of this resolution be presented at the aforementioned hearings.

Unanimously adopted by the Board of Commissioners of the City of Lawrence, Kans., this 11th day of May 1957.

Attest: JOHN T. WEATHERWAX, *Mayor.*

[SEAL] H. C. FISHER, *City Clerk.*

Mr. SCRIVNER. The next three men are together, representing the Kaw Valley Drainage Board. Last year there was another member, Art Ebener, who has since passed away. He has been succeeded by Mr. R. D. White.

These gentlemen are from the Armourdale-Argentine district so utterly devastated in the flood of 1951. I present Messrs. Long, White, and Smith.

Mr. CANNON. Mr. Long, Mr. White, and Mr. Smith.

STATEMENT OF CYRUS W. LONG

Mr. LONG. Mr. Chairman and members of the committee, our district was completely destroyed by the devastating flood in 1951, and on behalf of the drainage board I want to present for the record our statement and resolutions urging appropriations for Tuttle Creek, and also some planning money for Milford and Perry Reservoirs.

I would also like to present copy of a resolution adopted by the Armourdale Industry, Business, & Home Association of Kansas City, Kans.

Mr. CANNON. Thank you very much, Mr. Long, and the statement and resolutions you referred to will be filed at this point.

(The material referred to is as follows:)

STATEMENT PRESENTED BY THE BOARD OF DIRECTORS OF THE KAW VALLEY DRAINAGE DISTRICT, A PUBLIC CORPORATION OF KANSAS CITY, WYANDOTTE COUNTY, KANS.

Following the ravages of the 1903 flood caused by the Kansas and Missour Rivers along their basins, the Legislature of Kansas in 1905 passed enabling laws providing for the creation and organization of drainage districts in areas susceptible to floods and gave to such boards, subject to the superior jurisdiction of the United States over navigable streams, the exclusive control over all natural water courses within such districts. Shortly thereafter the Kaw Valley Drainage District was created and immediately set out on a system of providing local flood protection in the low areas of Kansas City, Kans., endangered by floods from the Kansas and Missouri Rivers.

Flood protection up to the time of the passage of the National Flood Control Act of 1936, by the United States Congress could only be provided on a local scale which was not too satisfactory at its best. Subsequent to the passage of the National Flood Control Act by the United States Congress and during the depression years prior thereto assistance was obtained from the United States Government so that a levee and dike system was provided along the banks of the Kansas and Missouri Rivers in the Greater Kansas City area which was designed to provide flood protection based upon the flood plan of the 1903 flood and gaged upon the Pick-Sloan plan formulated by the United States Corps of Engineers for providing reservoirs and dams upstream so as to control and harness waters at their source during seasons of excessive rains and water and to supplement the protection of local projects and systems. Before the Pick-Sloan plan was finally completed and before sufficient reservoirs were constructed along the Kansas River Basin, the July 1951 flood came which topped all local levees and dikes. The flood was of much greater proportions and height than the 1903 flood and the destruction to life and property was much greater than the flood of 1903.

The Corps of United States Engineers through many years of study, pursuant to the powers given it under the National Flood Control Act of 1936, and inherent powers of providing for national defense and use of navigable streams, determined that the Pick-Sloan plan and alternative projects, which provided for the con-

struction of reservoirs and dams along the basins of the Kansas and Missouri Rivers was the only favorable method of providing maximum flood protection in the basins of those rivers, and in 1938 the Pick-Sloan plan was adopted by the Congress of the United States for the purpose of providing maximum flood protection in the Missouri and Kansas River Basins and elsewhere in the United States and thereafter made successive appropriation of millions of dollars to provide for construction of the necessary reservoirs and dams of which Tuttle Creek Dam in the Blue River Valley in the State of Kansas was included and made a part of as well as other dams to be located in the Kansas River Basin in addition to Tuttle Creek Dam, which also includes the Milford Reservoir on the Republican River and Perry Reservoir on the Delaware River in Kansas, which projects were recently recommended as necessary through a joint restudy made by the United States Corps of Engineers and Kansas Water Resources Board.

Hearings were had before the various committees of the United States Congress and a bitter and well-organized minority group opposed and sought to defeat appropriations for Tuttle Creek Dam. After full and complete hearings on the subject, the Congress of the United States finally approved the feasibility of the plan and appropriated $5 million in 1952 for Tuttle Creek Dam and $7½ million in 1955, so that the project is now under construction. The President of the United States in his budget message of 1956 requested an appropriation of $9 million toward this project, and in 1957 an appropriation of $11 million. Because of the size of the project and the time required to complete the project and the area involved it will be necessary for Congress to make yearly appropriations as necessary to finally complete the project, and include such additional projects as are found necessary.

Although Tuttle Creek is the key or major project in the Kansas River Basin development plan of providing flood protection and water conservation, other dams and reservoirs will be required as well as appropriation therefor, in order to complete the plan as designed by the United States Corps of Army Engineers to provide maximum flood protection and guard against floods, such as the flood of 1951 or larger, and to provide water and soil conservation as promulgated by the United States Department of Agriculture and Bureau of Reclamation of which Milford and Perry dams or reservoirs are integral and necessary parts to complete the protection against floods and conservation of water and soil as studies have determined. That no appropriations have been made by the Congress heretofore for the commencement of work on the Milford and Perry Reservoirs and that current appropriations should be made so that Corps of Engineers can commence work thereon, all as anticipated by Congress through its passage of national flood-protection measures and laws for the conservation of water and soil.

Complete flood protection by local agencies cannot be provided without the help of our Federal Government from a national standpoint. No State, community, or local agency can possibly undertake projects requiring the construction of reservoirs and dams and the harnessing of rivers outside their own districts. Local agencies are without legal authority to so act and the financial means of carrying out such a program even if they could legally so do, and the Congress of the United States has recognized that problem through the adoption of the Flood Control Act of 1936 and amendments thereto and related laws to also provide necessary water and soil conservation.

The reservoirs and dams including the Tuttle Creek Dam in the Kansas River Basin must be completed and necessary appropriations made by Congress in order to protect, preserve, and safeguard the expenditures thus far made and the projects completed to date, and in order to provide adequate flood protection and conserve our water, soil, and natural resources, as agencies of our Government have determined should be done, and Milford and Perry Reservoirs are vital links to the overall plan.

Requests for appropriations for flood protection, soil and water conservation in the Missouri, Kansas, and Arkansas River Basins have come up before the Appropriations Committees of the House and Senate of the United States Congress a number of times before. The Board of Directors of the Kaw Valley Drainage District have previously appeared before those committees, which requests and appearances have always received your courteous and cordial attention. These requests and appearances are not made for the purpose of asking for expenditures of unnecessary funds, but for a very important part of our national economy which deals with the important subject of flood protection, water, and soil conservation, in order to provide a better capital structure for the resources of our Nation and the security and protection of our lands and property at home. This program must be continued in order to protect the funds hereto-

fore appropriated and in order to complete a very vital and essential national program long ago so recognized by Congress. The feasibility of the projects have been resolved and Congress has heretofore made yearly appropriations, and additional current appropriations of $11 million for Tuttle Creek should be approved and sufficient appropriations for the commencement of work on Milford and Perry Reservoirs to insure the orderly progress of this great domestic program.

On behalf of the Board of Directors of the Kaw Valley Drainage District, the residents, home and property owners of the district, on behalf of the people of Kansas and the millions of others of other States who realize the importance of flood protection, water, and soil conservation projects as a national program, we express our appreciation to the appropriations committees for their courtesies and favorable considerations extended to us and others appearing before you and to the Congress and President of the United States for following and approving the recommendations of the committees of Congress and our governmental agencies having to do herewith.

The work is in progress and only current appropriations for Tuttle Creek Dam and for commencement of Milford and Perry Reservoirs remains, for the progress and completion of this great and historical national project that is under way.

Respectfully submitted.

BOARD OF DIRECTORS, KAW VALLEY DRAINAGE DISTRICT.
By R. D. WHITE, *President.*
F. JACK SMITH, *Vice President.*
CYRUS W. LONG, *Secretary Treasurer.*

RESOLUTION

Passed by the board of directors of the Kaw Valley Drainage District, a public and governmental corporation of Wyandotte County, Kans., urging Congress of the United States for continuation of appropriations for the completion of the Tuttle Creek Dam and appropriations for the commencement of Milford and Perry Reservoirs in Kansas and for Allied projects included in the Pick-Sloan plan and Kansas River Basin development plan

Whereas the Kaw Valley Drainage District a public corporation of Wyandotte County, Kans., was created under the provisions of chapter 215, Laws of Kansas, 1905, which act was passed following the destructive floods of 1903 in the Kansas River Basin, in order to provide a system of flood protection for low areas adjacent to the Kansas River; and

Whereas said Kaw Valley Drainage District covers an area of approximately 16 square miles and is located along both banks of the Kansas River in Kansas City, Wyandotte County, Kans., and along the banks of the Missouri River at its confluence with the Kansas River, and includes the low areas most susceptible to floods from both the Kansas and Missouri Rivers, during seasons of heavy rains and high water and which area suffered the greatest during the floods of 1903 and 1951 and years in between, and said drainage district is one of the largest in the State of Kansas, and includes within its borders both residential, commercial and industrial properties of a value in excess of $150 million; and

Whereas the Kaw Valley Drainage District with the help of and through the assistance of the United States Government and the Corps of United States Army Engineers and in cooperation with the city of Kansas City, Mo., has provided a system of levees and dikes designed to give flood protection to the low areas in the greater Kansas City district susceptible to floods from both the Kansas and Missouri Rivers; and

Whereas the board of directors of the Kaw Valley Drainage District, in realization that maximum flood protection cannot be provided in local areas through local projects alone and that a system of reservoirs and dams along the river basins and its tributaries which cause the floods, are necessary in order to harness control and conserve water and soil, if maximum flood protection is to be provided to any area and if water is to be properly conserved for its many needs and uses, and particularly during drought years, and by reason thereof has approved the Pick-Sloan plan and studies made by the Corps of United States Engineers Department of Agriculture, and Bureau of Reclamation and

Whereas Milford Reservoir on the Republican River in Kansas, and Perry Reservoir on the Delaware River in the State of Kansas, are integral parts of the Pick-Sloan plan, the construction of which are necessary to the overall program to

provide flood protection and water and soil conservation as determined by the Bureau of Reclamation, Department of Agriculture, and United States Corps of Engineers, but that appropriations therefor were not included in the President's budget message because the final report of the joint study thereof conducted by the United States engineers and the Kansas Resources Board had not been completed, since which time we are informed restudy of these two projects have been completed, and have been endorsed and recommended by both agencies as essential and necessary projects in the Kansas River Basin, not only for their flood-protection benefits, but also for their contributions toward drought relief through the storage of water in periods of excess rainfall and release in drought years and that current appropriations for the commencement of said Milford and Perry projects should be made by the Congress for the fiscal year 1958; and

Whereas the President of the United States, in his budget message in 1957, has recommended an additional appropriation for the completion of Tuttle Creek Dam and that an appropriation of $11 million should be approved by Congress for the continuation of the work on Tuttle Creek Dam for which yearly appropriations have heretofore been made by Congress; and

Whereas the Kaw Valley Drainage District of Kansas City, Kans., has adopted and approved the Pick-Sloan plan from its inception and has made repeated appearances before the Appropriation Committees of the United States Congress and has passed repeated resolutions urging the Congress of the United States to make necessary appropriations each year to complete this vital and necessary program to which Congress and the people are committed and have approved after many hearings on the subject both pro and con; and

Whereas, in urging upon Congress the approval of appropriations herein requested, we are mindful of the desire of Congress to reduce budgetary expenditures, but we call the attention of Congress and the Subcommittees on Appropriations for Public Works of the House and Senate that the requested appropriations should be considered and are in fact internal capital investments to provide security, flood protection, water, and soil conservation at home and not mere expenditures: Be it therefore

Resolved by the Board of Directors of the Kaw Valley Drainage District of Wyandotte County, Kans., That we respectfully urge, request, and petition the Congress of the United States to currently make appropriations in the sum of $11 million for the completion of Tuttle Creek Dam and sufficient appropriations for the commencement of work for Milford and Perry Reservoirs in Kansas, and completion of allied projects included in the Pick-Sloan plan and Kansas River Basin development plan; be it further

Resolved, That copies of this resolution be presented to the Members of the Senate and House Appropriations Subcommittees for Public Works in Washington, D. C., for action by the 85th Congress of the United States.

Adopted at a special meeting of the Board of Directors of the Kaw Valley Drainage District of Wyandotte County, Kans., on May 13, 1957.

BOARD OF DIRECTORS, KAW VALLEY DRAINAGE DISTRICT,
R. D. WHITE, *President.*
O. F. JACK SMITH, *Vice President.*
CYRUS W. LONG, *Secretary-Treasurer.*

RESOLUTION FROM THE ARMOURDALE INDUSTRY, BUSINESS AND HOMES ASSOCIATION PRESENTED TO THE PUBLIC WORKS SUBCOMMITTEE ON APPROPRIATIONS OF THE HOUSE AND SENATE OF THE 85TH CONGRESS, MAY 16 AND 17, 1957

Whereas our people suffered devastating losses in the 1951 flood; and

Whereas the projects recommended by the Army engineers for flood protection withstanding a similar disaster have not been completed; and

Whereas part of these recommended plans include the Tuttle Creek Reservoir, the Wilson, Milford, and Perry Reservoirs on the Kansas River: Now, therefore, be it

Resolved, That our association hereby goes on record as urging the Congress of the United States to make available funds sufficient to carry on the orderly construction of these upstream reservoirs; and be it further

Resolved, That copies of this resolution be presented to the Public Works Subcommittee on Appropriations at the hearings in Washington, D. C., May 16 and 17, 1957.

WILMER W. MILLER,
President, Armourdale Industry, Business and Homes Association,
Kansas City, Kans.

Mr. CANNON. Mr. White.

STATEMENT OF R. D. WHITE

Mr. WHITE. Mr. Chairman, Mr. Long has made our presentation. I hope the committee will give it consideration.

Mr. CANNON. Thank you, Mr. White. Mr. Smith.

STATEMENT OF JACK SMITH

Mr. SMITH. Mr. Long has presented our statement and the resolutions, Mr. Chairman.

Mr. CANNON. Thank you.

Mr. SCRIVNER. In matters like this it is always well to have some pretty good backing, such as our next witness, one of the finest and biggest mayors in the entire United States, the Honorable Paul Mitchum, mayor of Kansas City, Kans.

Mr. CANNON. We will be very glad to hear you, Mayor Mitchum.

STATEMENT OF MAYOR PAUL F. MITCHUM

Mr. MITCHUM. Mr. Chairman and members of the committee, my name is Paul Mitchum. I am mayor of Kansas City, Kans.

Kansas City, Kans., is an industrial city of approximately 140,000 people, located on the Kansas River at the point where it joins the Missouri River.

In 1951 our city suffered several million dollars of damage due to the 1951 flood. I have a resolution passed by the board of commissioners of our city urging approval of the amount recommended in the President's budget for Tuttle Creek Reservoir, and requesting that consideration be given to including planning money for the Milford and Perry Reservoirs.

Mr. CANNON. Thank you, Mayor Mitchum, and your statement and the resolution will be filed at this point.

(The material referred to is as follows:)

CITY OF KANSAS CITY, KANS.,
EXECUTIVE CHAMBER,
May 14, 1957.

APPROPRIATIONS SUBCOMMITTEE,
House of Representatives and Senate of United States Congress,
Washington, D. C.

HONORABLE SIRS: My name is Paul F. Mitchum and I am mayor of the city of Kansas City, Kans., an industrial city of approximately 140,000 people, located on the Kansas River at the point where it joins the Missouri River.

The 1951 flood in the Kaw Valley Basin caused several million dollars of damage to our city and it is very important to us that Tuttle Creek Dam be completed.

We endorse the entire development plans for the Missouri-Arkansas Basin. We, also, request that your approval be given to the $11 million appropriation recommended for the Tuttle Creek Reservoir and that you give serious consideration to include planning money for the Milford and Perry Reservoirs.

Yours very truly,

PAUL F. MITCHUM, *Mayor.*

RESOLUTION No. 15797

Whereas the city of Kansas City, Kans., is under a continual threat of flood damage from the Kansas River and is also under a continual threat of water shortage from dry seasons; and

Whereas the Congress of the United States has authorized flood control and water conservation projects that will relieve our city from flood threats and water shortage threats; and

Whereas the President of the United States has recommended that certain items be included in the 1958 budget to provide flood control and water conservation in the Missouri River Basin; and

Whereas the Army engineers and the Kansas Water Resources Board have endorsed and recommended the Milford and Perry Reservoirs as essential and necessary projects in Kansas for flood protection and drouth relief; and

Whereas the city of Kansas City, Kans., believes it is for the best interest of flood control and conservation work in the Missouri River Basin to include in the 1958 budget money for the Milford and Perry Reservoirs: now, therefore, be it

Resolved by the Board of Commissioners of the City of Kansas City, Kans., That the subcommittees of the House and Senate of the 85th Congress are hereby requested to approve the items included in the President's recommended budget for the fiscal year 1958 concerning flood control and water conservation in the Missouri River Basin and to also include moneys for the Milford and Perry Reservoirs; and be it further

Resolved, That a copy of this resolution be mailed to each Kansas Senator and to each Kansas Congressman.

Adopted by the Board of Commissioners of the City of Kansas City, Kans., this 14th day of May 1957.

PAUL J. WHITEHORN,
Mayor.

EARL B. SWARNEY,
Commissioner of Finance, Health, and Public Property.

JOSEPH P. REGAN,
Commissioner of Boulevards, Parks and Streets.

[SEAL]

HOWARD PAYNE,
City Clerk.

Mr. SCRIVNER. The next witness is Mr. Art Stanley, former State senator, an attorney of Kansas City, Kans.

Mr. CANNON. Mr. Stanley.

STATEMENT OF ARTHUR J. STANLEY, JR.

Mr. STANLEY. Mr. Chairman and members of the committee: I am here representing the Fairfax Drainage District, and on behalf of that district I would like to file a resolution of the board of directors of the Fairfax Drainage District; and I would like also to file my statement supporting the appropriations for Tuttle Creek and for Milford and Perry Reservoirs.

Mr. CANNON. Thank you, and your statement and the resolution will be filed at this point.

(The material referred to is as follows:)

STATEMENT BY ARTHUR J. STANLEY, JR., BETHEL, KANS., REPRESENTING THE FAIRFAX DRAINAGE DISTRICT, WYANDOTTE COUNTY, KANS.

Mr. Chairman and members of the committee, my name is Arthur J. Stanley, Jr. I reside at Bethel, Kans.

I appear here today as representative of the Fairfax Drainage District of Wyandotte County, Kans. I am attorney for the board of directors of that district.

The Fairfax Drainage District is charged with the responsibility of protecting more than 2,300 acres of land comprising the Fairfax industrial district of Wyandotte County, Kans., from damage resulting from flood waters. The Fairfax industrial district, located at the confluence of the Kansas and Missouri Rivers, is nationally recognized as a model among districts used exclusively for industrial purposes. Hundreds of millions of dollars have been invested there by national

and local firms. The loss suffered by the industrial district as a result of the 1951 flood has been estimated to exceed $90 million.

The board of directors of the Fairfax Drainage District is vitally interested in the program of the Corps of Engineers of the United States Army for the development of the water and land resources of the Missouri River Basin, not only as it has to do with protection from flood damage, but as it deals with the increasingly important problem of water conservation.

The board of directors of the Fairfax Drainage District requests favorable consideration of the appropriation of the sum of $11 million for continuing the construction of the Tuttle Creek Reservoir, which it considers to be the most important reservoir in the Kansas River system.

This board also requests favorable action on the request for appropriations of $250,000 as planning money for the Milford Reservoir and $250,000 as planning money for the Perry Reservoir, both of which projects it considers of importance second only to Tuttle Creek as insurance against reoccurrence of the disastrous floods which in prior years have swept the Kansas River Valley. It is my sincere belief and that of the board of directors of the Fairfax Drainage District that the appropriations mentioned are of importance to the entire Midwest area and that the expenditures suggested are more than justified by the benefits which would accrue to the agricultural and industrial well-being of the Nation.

RESOLUTION OF BOARD OF DIRECTORS OF THE FAIRFAX DRAINAGE DISTRICT, WYANDOTTE COUNTY, KANS.

Whereas the Fairfax Drainage District, Wyandotte County, Kans., is charged with the duty of protecting from flood damage property valued in excess of $250 million, and is, therefore, vitally interested in all programs and projects which contribute toward protection from such damage; and

Whereas the overall program of the Missouri-Arkansas Basins Flood Control and Conservation Association is designed to bring about the important and sensible control and conservation of the waters of the Missouri and Arkansas Rivers and their tributaries; and

Whereas the amount of $11 million has been included in the Federal Budget for the fiscal year 1958 for continued construction of the Tuttle Creek Reservoir, the most vital single project in the Kansas River Basin program; and

Whereas studies by the Corps of Engineers of the United States Army indicate that the sum of $250,000 is required as planning money for the Milford Reservoir and the sum of $250,000 as planning money for the Perry Reservoir, both of which are of importance second only to Tuttle Creek in the Kansas River Basin program; and

Whereas the Congress of the United States is now considering appropriations for the fiscal year 1958; be it therefore

Resolved, by the board of directors of the Fairfax Drainage District, Wyandotte County, Kans., That the Congress of the United States be respectfully and urgently requested to appropriate the sum of $11 million for the continued construction of the Tuttle Creek Reservoir project on the Big Blue River; and be it further

Resolved, That the Congress of the United States be respectfully and urgently requested to appropriate the sum of $250,000 as planning money for the Milford Reservoir project on the Republican River, and the Perry River project on the Delaware River, both in the Kansas River Basin.

Adopted at a regular meeting of the board of directors of the Fairfax Drainage District, Wyandotte County, Kans., on the 30th day of April 1957.

CERTIFICATE

I, V. C. Cavin, secretary of the board of directors of the Fairfax Drainage District, Wyandotte County, Kans., do hereby certify that the above and foregoing is a true and correct copy of a resolution adopted by the board of directors of the Fairfax Drainage District, Wyandotte County, Kans., at a regular meeting of the said Board held on the 30th day of April 1957.

[SEAL] V. C. CAVIN, *Secretary.*

Mr. SCRIVNER. Mr. Chairman, in Kansas as here in the United States House of Representatives, there is no party line when it comes to the matter of water conservation. The next witness is a Democrat

member of the State senate of Kansas, Senator Joe McDowell. Later on I will call a Republican member.

Mr. CANNON. We will be glad to hear Senator McDowell.

STATEMENT OF SENATOR JOSEPH H. M'DOWELL

Mr. MCDOWELL. Mr. Chairman, my name is Joseph H. McDowell. I have a statement I would like to file.

When this Congress embarked on the program of controlling the Missouri River, we hoped it would be carried out. You have a great opportunity to provide the additional money this year, and do not forget Perry or Milford Reservoirs or the other money will not be too effective.

To show you how far the Kansas Legislature has gone in this matter, not only have resolutions been adopted by practically unanimous vote petitioning the Congress to complete these vital projects, but we have proposed an amendment to our constitution which would authorize the State of Kansas itself to provide money for flood control and internal improvements.

Mr. CANNON. Thank you, Senator McDowell, and your statement will be filed at this point.

(The statement referred to is as follows:)

STATEMENT FOR PUBLIC WORKS SUBCOMMITTEE ON APPROPRIATIONS OF THE HOUSE

My name is Joseph H. McDowell, and I am State Senator from Wyandotte County, Kans. (Kansas City, Kans.), and vice chairman of the Senate Water Resources Committee of the Kansas Legislature.

Kansas is united in urging your committee to approve the President's recommended budget for water-control projects in the State of Kansas and urge you to include in the appropriation bill sufficient funds to begin the Milford and Perry Reservoirs.

I met with the State water resources board as a representative of the Governor of Kansas on several occasions last fall when the board was meeting with the Corps of Engineers making a restudy of Milford and Perry Reservoirs. The State agency recommended both as essential and necessary, and I understand the Corps of Engineers has done likewise.

The entire Kaw Valley from Topeka to Kansas City needs these two reservoirs if they are to have adequate flood protection and water control. The valley is rapidly becoming an industrial area and its development means much to the Nation.

The location of the dynamic Midwest Research Institute in Kansas City and the University of Kansas, with its research facilities at Lawrence, Kans., both within the area, is attracting science-based industries to the Kaw River Valley which will mean much to the economy of the Great Plains States and to the Nation.

At the past two sessions of the Kansas Legislature, resolutions have been adopted by practically unanimous vote petitioning the Congress to complete these vital and necessary projects. Recently, the Governors of Missouri and Kansas by a joint statement, have requested that these appropriations be made.

While recognizing the need for economy, we in Kansas feel that these appropriations are capital investments and not expenditures, and urge their favorable consideration by your committee. If you can approve these, and include Perry and Milford, the work and planning for over 20 years for control of the Kansas River Basin will become a reality.

Respectfully submitted.

Senator JOSEPH MCDOWELL.

Kansas City, Kans.

Mr. SCRIVNER. I am sure none of the members of the committee need any introduction to the next witness. You have heard him before. He is well known as Mr. Flood Control himself. I present Mr. Willard Breidenthal, of Kansas City, Kans.

Mr. CANNON. We are glad to have you with us again, Mr. Breidenthal.

STATEMENT OF WILLARD J. BREIDENTHAL

Mr. BREIDENTHAL. My name is Willard J. Breidenthal. I am chairman of the flood protection planning committee of greater Kansas City, and have been since 1934. We were on the ground working for flood control before you passed the 1936 act, which was the greatest constructive act that I know about to rebuild America. I would like to say just a few words here.

Mr. CANNON. You may proceed.

Mr. BREIDENTHAL. We hired private engineers to aid the Army engineers and the National Resources Board in coming up with a plan for protection. We were thinking pretty much in terms of Kansas City—Greater Kansas City. The plan that was proposed was approved in 1937. It called for levees, flood walls, and channel improvements for the Kansas Citys as a part of the plan. The other part was upstream control. The three reservoirs that were conceived at that time were Tuttle Creek, Perry, and Milford. The Milford Dam was authorized in 1938. Later, through agreements principally between Clay Center, that wanted some irrigation out of the project, the Harlan County Dam was not substituted for Milford, but built ahead of Milford and in lieu of Milford at that time in order to give them the irrigation above Clay Center.

Mr. CANNON. It was a matter of priority.

Mr. BREIDENTHAL. Yes. The Milford Dam was not deauthorized, but the position of Congress was that it should be reauthorized. It was reauthorized in 1952 in the Kansas River Report 642. That made it available since that time for appropriations.

In the last year there has been a restudy brought on by the fact that Kansas created a water-resources board and they wanted to take a look at Perry and Milford Reservoirs. They did. The report is in now, within the last 10 days. It is in the Office of the Corps of Engineers and it is entirely favorable.

Now, there has been $11,200,000 spent or appropriated, or 7½ percent of the total cost of those 3 projects. There is presently recommended by the Budget Bureau $11 million additional for 1958. That would make 15 percent of the cost of those projects provided for.

The local work at Kansas City, which has been done with the cooperation of every public body in the Greater Kansas City area—which includes many drainage districts, cities, and counties; 3 counties and 2 cities—is over 90 percent complete. We think the program on upstream control ought to be implemented or stepped up.

Mr. CANNON. Mr. Breidenthal, let me ask you a question there. Would the money asked for this year complete all three projects?

Mr. BREIDENTHAL. It will not complete any. 1961 is when Tuttle Creek is scheduled to be completed, and the other two are not started yet. All we are asking for—and I realize this is outside of the budget—is planning money for Perry and Milford, in order that they might be started maybe the following year. Obviously, if we are going to plan economically in the development of this program for flood protection, the upriver control has to be stepped up. Otherwise it will take 10 or 15 years to complete it, and we will be completed in the next year following this one at Kansas City.

That investment of $50 million—if you count the $15 million lost in the flood of 1951 that destroyed the work that had been completed—that is an economic loss that cannot be avoided, but we cannot take another flood at Kansas City. The billion dollar loss there was staggering. It put a lot of people and a lot of institutions out of business. We are pleading for a start.

Mr. CANNON. Off the record.

(Discussion off the record.)

Mr. BREIDENTHAL. The people out there—and I have been working on this since 1934—are getting exercised because they ask, "When are we going to have flood protection?"

Mr. CANNON. Has the gentleman concluded?

Mr. BREIDENTHAL. Yes, sir.

Mr. EVINS. Mr. Chairman, could I ask the gentleman one question?

Mr. CANNON. Surely.

Mr. EVINS. Are you for the entire Pick-Sloan plan?

Mr. BREIDENTHAL. We are for the whole thing. We were ahead of the Pick-Sloan plan, and now we are for it.

Mr. EVINS. The Pick-Sloan plan includes six multipurpose dams.

Mr. BREIDENTHAL. Our committee endorses the entire Pick-Sloan plan and it includes agricultural levees, navigation, and so forth. We do not believe that power should be pushed ahead of flood protection.

Mr. EVINS. But you are for the entire Pick-Sloan plan which includes the six multipurpose dams?

Mr. BREIDENTHAL. Yes.

Mr. EVINS. That is all.

Mr. CANNON. Thank you, Mr. Breidenthal, and your statement will be filed at this point.

(The statement referred to is as follows:)

STATEMENT OF WILLARD J. BREIDENTHAL, CHAIRMAN, FLOOD PROTECTION PLANNING COMMITTEE OF GREATER KANSAS CITY

This committee was created by the joint action of the National Resources Board appointed by President Roosevelt, the city governments of Kansas City, Mo., Kansas City, Kans., and North Kansas City, Mo., 13 railroads owning structures and properties affected or endangered by flood conditions in the Kansas City area, the packing plants there located, the Kansas City stockyards and industrial concerns located in the flood plains of the Kansas and Missouri Rivers and other industrial concerns interested in developing and carrying into execution the best plan for flood protection or control in the valleys of the Missouri River and the Kansas River. The National Resources Board had previously and of its own motion found that the greatest potential hazard in the established field of Federal responsibilities from the natural forces of nature in the entire Nation existed in this portion of the Missouri River Basin where the Kansas River entered the Missouri. The National Resources Board was the moving spirit in the organization of this committee and its subsequent actions during the 30 years of its existence commencing in the year 1935.

The first action of the committee was to employ on the advice of the distinguished engineers and national leaders who then constituted the National Resources Board, the most widely known engineering organization dealing with hydrologic matters, namely, Frederick Hall Fowler & Associates, of San Francisco, Calif., to make a general engineering study and survey of the situation and to suggest the most feasible and the most economical plan for flood protection and water resource control for the lower valleys of the Kansas and Missouri Rivers. The Fowler organization, employed at local expense, submitted its report on March 20, 1937. It had received the complete and full cooperation of the representatives of the Corps of Army Engineers acting under Federal direction. This report was particularly centered on the Kansas River flood situation. It recommended that relief from floods be sought through river control by large

reservoirs to be constructed downstream on the larger rivers flowing into the Kansas River with such auxiliary levees and channel improvements at municipal and industrial centers as might be needed to secure successful operation of the system. The report was subsequently approved by the National Resources Board and later by the Corps of Army Engineers. It was then submitted to Congress and the major recommendations of the report as to particular reservoirs constituted the basis of congressional action in 1938 authorizing reservoir construction in Kansas. The largest of these reservoirs, Tuttle Creek, on the Blue River is now under construction and the budget includes recommendation of an adequate appropriation, as well as levee and channel improvements along the Kansas River. This committee, however, strongly urges that appropriations for planning funds for the Milford Reservoir on the Republican River and the Perry Reservoir on the Delaware River be made at this time. Approximately 20 years have elapsed since the construction of these reservoirs was first authorized. Everything that has since occurred, including the flood of 1951, demonstrates the more certainly the soundness of the conclusions then reached by Congress, based as they were, on the best of engineering advice, both civilian and military.

This committee endorses the proposals for other flood-control works in the Kansas-Missouri River Basins included in the budget. It would like to see the amount suggested in the budget for channel stabilization work between Kansas City and St. Louis increased. It is our considered opinion that the expenditure of Federal funds for these purposes represent capital investments of the highest priority and the greatest yield from the standpoint of economic returns.

We endorse the proposals to include conservation pools—helpful in times of drought—in the reservoirs. We urge action which will allow the work to progress on a sound and economic basis. We appreciate the work that has been done in the Kansas Citys—now nearly complete—realizing that the levees constructed will only protect against the more moderate floods to be anticipated. We look forward to the time when the upstream reservoirs will afford impounding capacity sufficient to render the levee systems invulnerable in those periods of excess precipitation which produce major floods, such as those of 1903 and 1951.

Could there have been foresight in 1938, when the reservoir construction was authorized, sufficient to visualize the flood of 1951 and action taken thereon, the Federal Government would have saved enough to cover most, if not all, of its entire costs in income-tax revenues lost through flood damage. We share with you the desire not to see that situation repeated.

Permit us, in conclusion, to state that the information which we have assembled through the years—the engineering facilities of our city governments, the participating railroads, the Fowler reports on hydrologic conditions, and on economic feasibility—are available to congressional committees and we believe they include information which will furnish correct answers to any questions or doubts which might arise in your minds as to the reasonableness of our requests and recommendations.

Mr. CANNON. Congressman Scrivner.

Mr. SCRIVNER. Mr. Chairman, before I introduce the next group I would like to show you two pictures. Pictures are better than words. This is a picture of the city of Ottawa at the height of the 1951 flood, a river many miles wide and 60 feet deep. If it had not been for the flood on the Kaw River at the same time this would have hit the headlines of all the newspapers in the country.

Fourteen months later, right under the bridge, this picture was taken to show the extremes that the Marais des Cygnes can go to, from terrific floods to absolutely nothing except sand, in a river that has been dry ever since 1951. So the work on the Marais des Cygnes is absolutely necessary.

The next witness is Mr. Lamar Phillips of the Ottawa Herald, Ottawa, Kans., who has devoted years to study of this river.

Mr. CANNON. Mr. Phillips.

STATEMENT OF LAMAR PHILLIPS

Mr. PHILLIPS. Mr. Chairman and members of the committee:

In the interest of saving time, I will file my statement with the committee. I might just say that the city of Ottawa has approved a bond issue of $770,000 by a vote of 7 to 1 to pay its share of the cost. We are asking only the budgeted items for the Marais des Cygnes River.

Mr. CANNON. Thank you, Mr. Phillips. Your statement will be filed for the record at this point.

(The statement referred to is as follows:)

THE HOUSE PUBLIC WORKS SUBCOMMITTEE ON APPROPRIATIONS,
Washington, D. C.:

The people of the Marais des Cygnes Valley are grateful for past appropriations that have made possible planning work now in progress on the Ottawa local protection works and Pomona Reservoir.

Today we ask approval of the appropriations in the budget for the coming fiscal year for these two projects, $500,000 for a start on construction on Ottawa protection works and $145,000 planning funds for Pomona Reservoir. The citizens of Ottawa have approved, by a vote of 7 to 1, a bond issue of $770,000 to pay Ottawa's share of the cost.

The Marais des Cygnes has flooded 50 times since the turn of the century. Some of these floods have been major disasters. All have been costly. We have also suffered severe droughts during which the streams have stopped flowing and some communities of the valley have been compelled to look elsewhere for water supplies.

Since no construction work has been done on the flood-control plan of the Army engineers in our valley, we still face the hazards of flood and drought.

We therefore request that this subcommittee approve the sums budgeted for the two projects, and that other appropriations for other projects in the Missouri Basin be approved so the work of the Corps of Engineers and other Federal agencies may continue.

LAMAR PHILLIPS,
Ottawa Herald, Ottawa, Kans.,
Adviser to the Executive Board, Marais des Cygnes Flood Control Association.

Mr. SCRIVNER. Mr. George Lister of Ottawa, Kans., is our next witness.

Mr. CANNON. Mr. Lister.

STATEMENT OF GEORGE LISTER

Mr. LISTER. Mr. Chairman and members of the committee, I am George Lister, president of the Peoples National Bank of Ottawa, Kans.

With your permission I would like to file my statement.

Mr. CANNON. It will be filed at this point. Thank you.

(The statement referred to is as follows:)

PEOPLES NATIONAL BANK,
Ottawa, Kans.

The HOUSE PUBLIC WORKS SUBCOMMITTEE ON APPROPRIATIONS,
Washington, D. C.:

Mr. Chairman and members of the subcommittee, I am George Lister, president of the Peoples National Bank of Ottawa, Kans.

At the present time many businesses in Ottawa are still paying RFC loans which were necessitated by our last major flood. There are also a number of farmers who, in the past 6 years, have not sufficiently recovered from this last flood to go through another one.

At least $30 million was spent in disaster and relief work by the Federal Government following the 1951 flood. In addition there is no way of accurately measuring the loss of income taxes due to the failure of businesses and farms to

operate at a profit. Also this impact is felt locally, because of lower county property evaluation of flood lands which causes all other property to be evaluated proportionately higher to meet our local budget.

As a member of the Kansas Industrial Development Commission, it has come to my attention that Kansas is losing approximately 2,000 farm jobs a year. If we are to avert an economic disaster, we must supplement this loss of jobs by industrial jobs. To get industry we must have adequate flood control protection.

In view of these facts, we feel that this is a sound investment for the Federal Government, and we urge that this river program for the Marais des Cygnes River be allowed to progress along with others in the Nation and particularly in the Missouri River Basin. In every case development is sorely needed in an orderly continuing program.

We deeply appreciate the effort and interest of Congress and its various committees in the past which have enabled our needed program to progress up to this point. We urge that this appropriation recommended by President Eisenhower be given favorable action by this committee and by Congress.

GEORGE E. LISTER, *President.*

Mr. SCRIVNER. Next is Representative Bob Anderson, who is chairman of the Kansas House Appropriations Committee.

Mr. CANNON. We will be glad to hear you, Mr. Anderson.

STATEMENT OF ROBERT A. ANDERSON

Mr. ANDERSON. Mr. Chairman and members of the committee, I am Robert A. Anderson, Representative of the 13th District in the Kansas House of Representatives.

I would merely like to file my statement.

Mr. CANNON. Thank you, Mr. Anderson. Your statement will be filed at this point.

(The statement referred to is as follows:)

STATE OF KANSAS,
HOUSE OF REPRESENTATIVES,
Topeka, May 16, 1957.

THE HOUSE PUBLIC WORKS SUBCOMMITTEE ON APPROPRIATIONS:

Since 1953 I have been a member of the Kansas House of Representatives committee on water resources and am now the vice chairman of that committee. From my experience in working on this committee, it is my firm opinion that the Kansas Legislature and the people of Kansas are now enthusiastically supporting all Federal water projects, except for some isolated opposition in areas where privately owned lands are being taken for public use.

For the last three sessions of the Kansas Legislature I have been chairman of the house committee on ways and means. We have many Kansas agencies working in the field of water, including our water resources board established in 1955. From the support given these water appropriations, I am further of the opinion that the people of Kansas realize that our future depends on the control and development of our water resources.

I recognize the heavy demands made upon this committee's time and don't wish to burden the record if there are no questions.

Respectfully submitted.

ROBERT A. ANDERSON,
Representative, 13th District.

Mr. SCRIVNER. The next witness is Mr. Don Capper, city clerk of Ottawa, Kans.

Mr. CANNON. Mr. Capper.

STATEMENT OF DON CAPPER

Mr. CAPPER. Mr. Chairman, I have no statement to file at this time. I support the statement filed by Mayor Andrews.

Mr. CANNON. Thank you.

Mr. SCRIVNER. As I stated before, there is no party line in Kansas when it comes to water conservation and flood control. The next witness is a Republican, Senator Bill Bowers, of Ottawa, Kans.

Mr. CANNON. Senator Bowers.

STATEMENT OF WILLIAM S. BOWERS

Mr. BOWERS. Mr. Chairman, I would like to file my statement, together with a copy of senate concurrent resolution No. 11, which I respectfully request you give attention to.

Mr. CANNON. Thank you, Senator Bowers. Your statement and the resolution will be filed at this point.

Mr. BOWERS. I might say the Kansas Senate earlier this year passed senate concurrent resolution No. 11 by a vote of 35 to 2.

Mr. CANNON. Thank you, Senator.

(The statement and resolution above referred to are as follows:)

STATE OF KANSAS,
SENATE CHAMBER,
Topeka, May 16, 1957.

HOUSE OF REPRESENTATIVES,
Appropriation Subcommittee on Public Works,
Washington, D. C.

GENTLEMEN: The Kansas Senate is almost unanimously in favor of continued Federal participation in flood-control projects advocated for Kansas by the Corps of Army Engineers.

As chairman of the water resources committee of the Kansas Senate, I helped introduce early this year senate concurrent resolution No. 11 memorializing Congress for continued Federal participation in Kansas flood-control projects.

There are 40 members in the Kansas Senate. Twenty-nine other senators consented to help sponsor this resolution. There was no partisan politics in the matter. Senators of both political parties added their names as sponsors. Not a voice was raised in opposition to its introduction.

This resolution passed the Kansas Senate by a rollcall vote, 35 to 2, after full explanation, following which there was no debate or opposition.

Based upon the context of senate concurrent resolution No. 11 and based upon my study, consideration, and association with the water and flood-control problems of Kansas as chairman of our senate water resources committee, I have a strong opinion that the members of the Kansas Senate and the vast majority of the people of Kansas are in favor of and urge continued participation by the Federal Government in these desperately needed flood-control projects.

Respectfully submitted.

WILLIAM S. BOWERS,
Chairman, Water Resources Committee.

SENATE CONCURRENT RESOLUTION No. 11

A Concurrent Resolution petitioning the Congress of the United States to take appropriate action to assure the continuance of surveys and planning and cooperation in the construction of projects in the State of Kansas that are vital and necessary to the conservation of soil and water by the Bureau of Reclamation, the United States Department of Agriculture and the Corps of Engineers and other Federal agencies and departments.

Whereas water and soil are the most valuable natural resources of Kansas; and

Whereas the citizens, industries, farms, and cities of Kansas have always been subject to flood and drought but more recently they have experienced severe hardships and great financial losses from floods and droughts during the years 1951, 1952, 1953, 1954, 1955 and 1956; and

Whereas many cities, industries and farms are suffering from a critical shortage of water and, at the same time, are exposed to the further hazards of floods and droughts; and

Whereas it has become evident that we must use every means available and feasible to conserve and control all of the sources of water supply; and

Whereas the nature of rivers is such that storms occurring in headwater regions of a stream in one State frequently inflict damage to areas in other States; and

Whereas there is a vital need for bolstering stream levels for the benefit of entire valleys and entire regions; and

Whereas the Federal Government through acts of Congress has delegated to three agencies, namely, the Bureau of Reclamation, the Soil Conservation Service of the United States Department of Agriculture and the Corps of Engineers the principal responsibilities for the conservation of water and soil and, more specifically, such matters as flood control, water supply, irrigation, pollution control, and soil conservation, and has also delegated to other Federal agencies and departments matters related to the conservation of water and soil, flood control, water supply, irrigation and pollution control: Now, therefore, be it

Resolved by the Senate of the State of Kansas, the house of representatives concurring therein, That we respectfully urge, request, and petition the Congress of the United States to take what actions are necessary to assure continuance of surveys and planning and assure cooperation in the construction of projects in the State of Kansas that are vital and necessary to prevention of floods, and to the conservation of soil and water, by the three agencies, namely, the Bureau of Reclamation, the Soil Conservation Service of the United States Department of Agriculture and the Corps of Engineers, and also other Federal agencies or departments; and be it further

Resolved, That the secretary of state be instructed to transmit enrolled copies of this resolution to the President of the United States, the Vice President of United States, each Member of the Congress of the United States, and the Director of the Bureau of the Budget of the United States.

I hereby certify that the above concurrent resolution originated in the senate, and was adopted by that body February 28, 1957.

JOSEPH W. HENKLE, Sr.,
President of the Senate.
RALPH E. ZARKER,
Assistant Secretary of the Senate.

Adopted by the House April 3, 1957.

JESS TAYLOR,
Speaker of the House.
A. E. ANDERSON,
Chief Clerk of the House.

Mr. SCRIVNER. Mr. Vern Chesbro, of Ottawa, Kans., is with us today.

Mr. CANNON. Mr. Chesbro.

STATEMENT OF VERN CHESBRO

Mr. CHESBRO. Mr. Chairman, I ask permission to file a statement by Mr. K. E. Andrews, mayor of the city of Ottawa, Kans.; and a statement by the Ottawa Chamber of Commerce.

Mr. CANNON. Thank you, Mr. Chesbro. The material you refer to will be filed at this point.

(The material referred to is as follows:)

THE CITY OF OTTAWA,
Ottawa, Kans.

HOUSE PUBLIC WORKS SUBCOMMITTEE ON APPROPRIATIONS,
Washington, D. C.

I am K. E. Andrews, mayor of Ottawa, Franklin County, Kans.

The citizens of Ottawa respectfully request that your committee approve the budgeted funds for the orderly construction and systematic advancement of the entire Pick-Sloan plan for the Missouri River Basin.

I respectfully urge you to consider favorably the budgeted item for flood protection work in the city of Ottawa, Kans.

The city of Ottawa, Kans., is prepared to cooperate with the United States Army Corps of Engineers to the fullest extent possible under law as sponsor

on the flood control project of the Marais des Cygnes River through Ottawa. The citizens of Ottawa in April 1956 voted, by a majority of 7 to 1, authorization to issue $770,000 in general obligation bonds to pay for the city of Ottawa's share of the above project.

At the present time the city of Ottawa has spent in excess of $7,000 in planning and engineer work in preliminary preparation for this project.

In the past years 20 percent of Ottawa has been very susceptible to floods. In the 1951 flood, water covered one-third of the city. The city sustained $5,500,000 damage in the 1951 flood with the city water and light utility alone suffering damage in the amount of $113,000.

I wish to thank the committee for its courtesy and indulgence and I trust that the above project may be carried out with the least practical delay.

K. E. ANDREWS,
Mayor, City of Ottawa, Kans.

OTTAWA CHAMBER OF COMMERCE,
Ottawa, Kans., May 14, 1957.

HOUSE APPROPRIATIONS SUBCOMMITTEE,
Washington, D. C.

DEAR SIRS: The Ottawa Chamber of Commerce appreciates everything that has been done for Ottawa, and the Marais des Cygnes River Valley.

The chamber urges continuation on the Marais des Cygnes as a part of the overall development program of the Missouri Basin, by the Corps of Engineers, and other participating Federal agencies.

Cordially yours,

J. DEAN NOFSINGER,
President, Ottawa Chamber of Commerce.

Mr. SCRIVNER. Next is Mr. Bill Bright, city attorney of Paola, Kans., appearing for the first time on behalf of Hillsdale Reservoir.

Mr. CANNON. Judge Bright.

STATEMENT OF BILL BRIGHT

Mr. BRIGHT. Mr. Chairman, I would like to file a statement of the Hillsdale Reservoir division of the Marais des Cygnes Valley Flood Control Association; the Paola city governing body; the Osawatomie city governing body; the Paola Chamber of Commerce; the Osawatomie Chamber of Commerce; the Paola Industrial Development Committee; and 177 interested citizens supporters of the flood-control program in the Marais des Cygnes Valley and Missouri River Basin.

Mr. CANNON. Thank you, Mr. Bright. The document you refer to will be filed at this point.

(The document referred to is as follows:)

UNITED STATES HOUSE OF REPRESENTATIVES SUBCOMMITTEE ON APPROPRIATIONS,
WASHINGTON, D. C.:

We, the undersigned, all of Miami County, Kans., the county in which the Hillsdale Dam and reservoir is to be located, hereby expressly urge your honorable subcommittee to take all action necessary to insure the general program

for flood control of the Corps of Engineers and other Federal agencies in the Marais des Cygnes Valley and Missouri River Basin.

The Hillsdale Reservoir Division of the Marais des Cygnes Valley Flood Control Association: Oliver D. Rinehart, President; Harold E. Scherman, Vice President; J. E. McIntire, Secretary. Paola City Governing Body; Max Layland, Mayor; J. A. Mendenhall, City Clerk. Osawatomie City governing body: L. E. Teeter, Mayor; R. G. Geny, City Clerk. Paola Chamber of Commerce: A. L. Allen, President; Ben R. Henry, Secretary. Osawatomie Chamber of Commerce: R. B. Parker, President. Wayne G. Finley, Secretary. Paola Industrial Development Committee, C. S. Hyman, Chairman; Ben R. Henry, Secretary.

Citizens supporters:

Theo. L. Buchman, elevator, Paola, Kans.
Lister W. Rose, retired, Paola, Kans.
Joe Mitchell, retired, Paola, Kans.
John B. Carpenter, retired, Paola, Kans.
Maynard Elbert, hardware, Paola, Kans.
Elmer E. Thomas, retired, Paola, Kans.
W. H. Lewis, banker, Paola, Kans.
Claude U. Messer, druggist, Paola, Kans.
N. M. Light, vending, Paola, Kans.
L. M. Schwarz, banker, Paola, Kans.
Ray Russell, variety store, Paola, Kans.
John Lyder, postal clerk, Paola, Kans.
Edw. L. Weltse, Paola, Kans.
I. I. Brown, dry goods, Paola, Kans.
Chas. E. Stella, retired, Paola, Kans.
G. C. Meyer, minister, Paola, Kans.
C. F. Mehzler, furniture and funeral, Paola, Kans.
Elmer Hagemeyer, ballroom operator, Paola, Kans.
W. H. Loiser, furniture, Paola, Kans.
F. J. Grimer, dentist, Paola, Kans.
Max C. Deweese, minister, Paola, Kans.
S. E. Hume, music, Paola, Kans.
A. E. Windler, farmer and commissioner Second District, R. F. D. 2, Paola, Kans.
P. H. Petitt, physician, Paola, Kans.
Charles K. Wilson, mortician, Paola, Kans.
Emil J. Mellu, oil and gas, Paola, Kans.
Mark Anderson, Paola, Kans.
Robert L. Sellers, merchant, Paola, Kans.
Garrett Winkler, attorney, Paola, Kans.
M. H. Sterkwell, merchant, Paola, Kans.
Floyd M. Fickel, merchant, Paola, Kans.
H. M. Cramer, dairy, Paola, Kans.
N. H. Krof, retired, Paola, Kans.
Eleanor Winkler, housewife, Paola, Kans.
Ora B. Benson, housewife, Paola, Kans.
Mary L. Taylor, housewife, Paola, Kans.
Ena Henry, housewife, Paola, Kans.
Blanche Cooper, housewife, Paola, Kans.
Martha Kraft, housewife, Paola, Kans.
R. A. Protzman, merchant, Paola, Kans.
Leon B. Parrie, merchant, Paola, Kans.
O. R. Crellen, jewelry, Paola, Kans.
M. S. Chapman, financier, Paola, Kans.
Herbert L. Fickel, merchant, Paola, Kans.
Joe Walker, salesman, Paola, Kans.
John A. Bartels, serviceman, Poala, Kans.
La Velle McLowry, housewife, Paola, Kans.
Roland E. Davis, county commissioner, Third District, Paola, Kans.
Delmar Barrows, flour products, Paola, Kans.
Dale A. Mitchell, Staffords office supply, Paola, Kans.

Elmer Thoden, farmer, Paola, Kans.
Mrs. Elmer Thoden, housewife, Paola, Kans.
Adolph Schulz, farmer.
Mrs. Adolph Schultz, housewife, Paola, Kans.
Robert Schulz, farmer, Paola, Kans.
Walter Maisch, farmer, Paola, Kans.
Mrs. Walter Maisch, housewife, Paola, Kans.
George A. Minden, farmer, Paola, Kans.
Mrs. Theodore New, housewife, Paola, Kans.
Theodore New, farmer, Paola, Kans.
Lorenz Prothe, farmer, Paola, Kans.
Mrs. Lorenz Prothe, housewife, Paola, Kans.
Carl Prothe, landowner, Paola, Kans.
Mrs. Carl Prothe, housewife, Paola, Kans.
Clyde Prothe, farmer, Paola, Kans.
Bruce L. Dickey, banker, Paola, Kans.
Dana E. Sunley, banker, Paola, Kans.
Mary Beth Jones, bank teller, Paola, Kans.
Loren C. Ellis, farmer, Paola, Kans.
M. E. Foote, contractor, Paola, Kans.
E. M. Sheldon, merchant, Paola, Kans.
James H. Clemens, wholesale merchant, Paola, Kans.
Welford Morgan, trucker, Paola, Kans.
Joe Dignan, engineer, Paola, Kans.
Marybele Clark, housewife, Paola, Kans.
Robert L. Tounley, salesman, Paola, Kans.
J. V. Balaca, merchant, Paola, Kans.
William D. Bright, lawyer and farmer, Paola, Kans.
Ivan Riley, farmer, Paola
John Block, farmer, Paola
Mrs. Ivan Riley, housewife, Paola
F. J. Gast, farmer, Paola
J. W. Coker, merchant, Paola
George E. Knecht, merchant, Paola
Eugene S. Knecht, employee, Paola
Robert E. Fries, farmer, Kansas City, Mo.
Clarence O. Knecht, implement dealer, Paola, Kans.
John Skeens, farmer, Paola, Kans.
F. I. McLean, farmer, Paola, Kans.
Leonard Gast, farmer, Paola, Kans.
Oscar Gast, farmer, Paola, Kans.
Mary Cahill, farmer, Paola, Kans.
Rose G. Peuser, housewife, Paola, Kans.
W. M. Peuser, retired, Paola
Tony Tallio, plumbing contractor, Paola, Kans.
Lillian R. Tallio, housewife, Paola, Kans.
Agnes Scherman, housewife, Paola, Kans.
Harold E. Icherman, farmer, Paola, Kans.
Henry T. Thoden, farmer, Paola, Kans.
Arlene Thoden, housewife, Paola, Kans.
Herbert Walters, farmer, Paola, Kans.
Elmor Gallagher, farmer, Paola, Kans.
Herb G. Scherman, farmer, Paola, Kans.
James E. Bruce, farmer, Paola, Kans.
Depres I. Tyrell, secretary, Osawatomie, Kans.
Gladys Prothe, secretary, Paola, Kans.
George E. Zakoura, merchant, Osawatomie.
Willis W. Birchard, funeral director, Osawatomie.
Willis H. McQuay, lawyer, Osawatomie.
H. Jacobson, merchant, Osawatomie.
K. Arlshel, merchant, Osawatomie.
Ted K. Miller, general contractor, Osawatomie.
Edgar E. Griffith, merchant, Osawatomie.
J. A. Ritchie.
E. W. Smith, machinist.
Norman Craven, store manager, Hillsdale, Kans.

J. R. Blankenship, Missouri-Pacific, Osawatomie.
R. M. Chamberlin, Missouri-Pacific Railroad, Osawatomie, Kans.
H. C. Waller, awnings and business, Osawatomie.
Harold McCarty, farmer, Osawatomie, Kans.
W. H. Naylor, retired, Osawatomie, Kans.
Harold L. Young, parts manager, Osawatomie, Kans.
H. E. Enunger, railroad, Osawatomie, Kans.
C. R. Crozier, Missouri-Pacific, Osawatomie, Kans.
W. E. Skeens, painter, Osawatomie.
E. E. Johnson, Missouri-Pacific, Osawatomie.
A. F. Younker, Missouri-Pacific, Osawatomie.
Ada M. Romington, retired, Osawatomie, Kans.
Kermit Swanson, Rantoul, Kans.
Mrs. George Johnson, Osawatomie, Kans.
G. L. Brown, Missouri-Pacific, Osawatomie, Kans.
G. R. Lohr, salesman, Osawatomie, Kans.
Richard R. Tyrell, post office clerk, Osawatomie, Kans.
Susie Kester, housewife, Osawatomie, Kans.
R. G. Banister, optometrist, Osawatomie, Kans.
W. C. Joyce, Osawatomie, Kans.
P. R. Pulhawus, farmer, Osawatomie, Kans.
Bob J. Brenel, farmer, Paola.
Melvin G. Hay, farmer, Paola, Kans.
Madge E. Lipford, bookkeeper, Osawatomie, Kans.
Robert L. Sharp, postal clerk, Osawatomie, Kans.
Lottie Pauline Sharp, housekeeper, Osawatomie, Kans.
Ellen Jacobson, housewife, Osawatomie, Kans.
H. J. Schurgwan, carrier, Osawatomie, Kans.
W. G. Gonterman, sheet-metal worker, Osawatomie, Kans.
L. C. Desset, Osawatomie, Kans.
J. L. Johnson, Osawatomie, Kans.
Dale McDowell, contractor, Osawatomie, Kans.
Willis Kramer, unemployed, Osawatomie, Kans.
Jess Bolling, plasterer, Osawatomie, Kans.
Walter E. Dunlop, traffic clerk, Osawatomie, Kans.
E. R. Allison, State hospital, Osawatomie, Kans.
Elsa Debrick, farmer, Fontana, Kans.
Walter Grother, farmer, Paola, Kans.
W. C. Lentz, salesman, Paola, Kans.
Henry Schmidt, farmer, Paola, Kans.
W. H. Walker, farmer, Osawatomie, Kans.
R. G. Geny, city clerk, Osawatomie, Kans.
Stanley Davis, Mo. Pac., Osawatomie, Kans.
Geo. Judd, Mo. Pac., Osawatomie, Kans.
John Wright, engineer, Osawatomie, Kans.
L. R. Bromell, locomotive fireman, Osawatomie, Kans.
Zola B. Carey, 107 Pacific Avenue, Osawatomie, Kans.
R. A. Schmitt, retired, Paola, Kans.
Elmer Proth, farm bureau, Paola, Kans.
Harold L. Bowman, merchant, Paola, Kans.
Charles W. Hayden, Paola, Kans.
Chas G. Kelly, Western Steel, Louisburg, Kans.
Robert E. Jones, Miami County Hospital, Paola, Kans.
Phillip R. Simmons, engineer, Paola, Kans.
Marvin B. Clark, agriculturist, Paola, Kans.
R. L. Washburn, merchant, Paola, Kans.
Chas. H. Rush, insurance, Paola, Kans.
Helen E. Kohlenberg, editor, Paola, Kans.
Alfred E. Fort, service station, Paola, Kans.
Merton C. Fort, councilman, Paola, Kans.
Robert T. Harris, mechanic, Paola, Kans.

Mr. SCRIVNER. Next is Mr. J. V. Balocca, of Paola, Kans., also appearing for the first time.

Mr. CANNON. Mr. Balocca.

STATEMENT OF J. V. BALOCCA

Mr. BALOCCA. Mr. Chairman, Mr. Bright has presented our case. I have no further statement.

Mr. CANNON. Thank you, Mr. Balocca.

Mr. SCRIVNER. Mr. Chairman, District Judge Harry W. Fisher, of the Sixth Judicial District, Fort Scott, Kans., had hoped to be present at this hearing to support requests for Fort Scott Reservoir on the Marmator. It was impossible for him to be here. In his absence and at his request I ask that this statement, less the exhibits referred to, a copy of that presented to the Bureau of the Budget last fall, be made a part of the record.

Mr. CANNON. It will be filed at this point.

(The statement referred to is as follows:)

STATEMENT ON BEHALF OF THE FORT SCOTT RESERVOIR IN THE OSAGE RIVER BASIN AUTHORIZED IN THE FLOOD CONTROL ACT OF 1954

TO PERCY RAPPAPORT,
Assistant Director of the Budget.

INTRODUCTION

I am Harry W. Fisher, lifetime resident of the Osage River Basin, many years a resident of Fort Scott, Kans., and at present district judge of the sixth judicial district which comprises Bourbon, Linn, and Miami Counties in Kansas. I am a special representative of the Chamber of Commerce of Fort Scott, Kans., and also represent the city commissioners of the city of Fort Scott, the county commissioners of Bourbon County, all of the service clubs of Fort Scott, many industrialists, agriculturists and business men of the Osage River Basin and thousands of individual citizens whose petitions I bear.

NEED

The need for this development will not be further detailed than to say that this dam is an integral part of the Osage River development projected and planned by the Corps of Engineers of the United States Army. I am sure all of the data upon which they based ther findings and conclusions is in the files and records and all of the elements involved in protection from disastrous floods, impoundment of water supply and location and cost of the dam justify the conclusion and recommendation of the engineers as to the desirability and necessity of this structure. This dam is on the Marmaton River which is one of the tributaries of the Osage River.

The area has been subject to frequent and extreme high waters in flood time and extensive property damage and even some loss of life in times past. The property damage avoided by the improvement will over a period of years completely offset the original cost of the structure. All thoughtful citizens are now aware of the extremely critical and gravely important situation with reference to water supply and all that has been said in connection with the importance of this phase of water conservation applies equally here. Not only does the Osage River Basin in Kansas profit by this development, but the basin in Missouri is a direct beneficiary without any detraction at all from the avoidance of floodwaters arising by reason of the Marmaton River in this phase of the Osage River flood area.

SUPPORT OF PROJECT

Everybody is in favor of this project and nobody is against it. De have with us the recommendations and requests of Senator Andrew Schoeppel, Senator Frank Carlson and Representative Errett P. Scrivner. We also have the recommendation of the chairman of the Democratic Central Committee of Bourbon County, Kans., and the chairman of the Democratic Second Congressional Committee in Kansas. Inasmuch as the citizens of Missouri will also benefit by this project we have the recommendation of Senator Stuart Symington and Representative George H. Christopher of Missouri. While we do not have a large metro-

politan population involved here as in some of the larger projects, we do have the interested towns of Bronson, Uniontown, Redfield, Marmaton, and Fort Scott in Kansas, and Richards, and Nevada in Missouri. We do have all of the rich agricultural lands included within the flood plains of the Marmaton River and its tributaries in Kansas and a portion of the Osage River in Missouri.

The city of Fort Scott, Kans., is faced with the imminent problem of additional water supply and at the present time its citizens are restricted in the use of water. A large number of farmers in the vicinity of Fort Scott have been hauling water for their livestock from Fort Scott and today, October 2, the city has notified them to seek other sources of water supply as the city supply would not much longer be adequate or available for them. Viewed from all angles the demand for this improvement is imperative. I call your attention to the fact that in this particular request not a single voice is raised against it. Even some of the landowners whose land will be inundated have signed petitions asking for the improvement.

REQUEST

I personally and as the representative of all the parties mentioned herein, hereby earnestly request that funds for this development be placed among the listed requirements for the development of the Osage River Basin and in view of the urgency of the need I urge that sufficient money be recommended to be appropriated to proceed with this improvement expeditiously. $50,000 requested and up.

Respectfully submitted.

HARRY W. FISHER, *Fort Scott, Kans.*

EXHIBITS ATTACHED

Resolutions:
- City commissioners of the city of Fort Scott, Kans.
- Fort Scott Chamber of Commerce
- Junior Chamber of Commerce
- Business and Professional Women
- Rotary, Kiwanis and Lions Clubs

Individual recommendations of public officials:
- Senator Andrew Schoeppel (Kansas)
- Senator Frank Carlson (Kansas)
- Representative Errett P. Scrivner (Kansas)
- Senator Stuart Symington (Missouri)
- Representative George H. Christopher (Missouri)

Personal letters of individual businessmen and agriculturists: 152 letters in all

Petitions of citizens:
- Bearing 1,759 names with addresses
- Two pamphlets written and printed by Ralph Richards—factual
- Newspapers clippings and pictures
- Photographs
- Petition by Missouri residents

Mr. SCRIVNER. Representative Myron V. George of the Third District was to present the next witnesses, but since it was impossible for him to be here I will make the introductions of the next group.

The first is Mr. Stanley Spencer, representing the Kansas State Chamber of Commerce.

Mr. CANNON. Mr. Spencer.

STATEMENT OF STANLEY F. SPENCER

Mr. SPENCER. Mr. Chairman and members of the committee:

My name is Stanley F. Spencer. I am representing the Kansas State Chamber of Commerce, a voluntary nonprofit organization with a statewide membership of approximately 3,000 members.

Realizing that during the past 10 years commendable progress has been made in Kansas in the construction of water resources projects authorized by Congress, the Kansas State Chamber of Commerce urges the Congress to make possible continued progress. The Kansas

State Chamber of Commerce supports measures which will implement as rapidly as possible an integrated program of watershed management, small retarding reservoirs, larger regulatory reservoirs, levees, channel improvements, and other works.

The people of Kansas generally support the water resources program which is set forth in the budget recommendations, and we urge continued work and planning on these federally authorized projects. This has been brought out by scores of meetings the Kansas State Chamber of Commerce has held throughout the State. The Kansas State Chamber of Commerce endorses these authorized projects and urges appropriations for their speedy completion.

I request permission to file a statement.

Mr. CANNON. Thank you, Mr. Spencer, and your statement will be filed at this point.

(The statement referred to is as follows:)

STATEMENT BY STANLEY F. SPENCER, ARKANSAS CITY, KANS., IN BEHALF OF KANSAS STATE CHAMBER OF COMMERCE

Mr. Chairman and members of the committee my name is Stanley Spencer, any my home is in Arkansas City, Kans. I am presenting this statement as a representative of the Kansas State Chamber of Commerce. I am a former member of the board of directors and currently am a member of the water resources council of this organization. The Kansas State Chamber of Commerce is a voluntary, nonprofit organization with a statewide membership of approximately 2,850 individuals, firms, and associations in the State of Kansas, representing practically every segment of the State's economy.

I appear before you today to urge appropriation of budget-recommended amounts for continued work and planning on flood-control projects in Kansas during the forthcoming fiscal year. We believe that proper development and control of our water resources for municipal, industrial, and agricultural uses is the No. 1 problem facing Kansas today. For many years, the Federal Government, by its own desire, has held the financial key to adequate flood protection on rivers and streams under its jurisdiction. This situation has thus placed the Federal Government in the position of determining which areas are to be served by adequate flood protection and which are not.

Please be assured that the Kansas State Chamber of Commerce highly commends realistic moves toward economy to reduce unnecessary Federal spending. This organization has continually upheld this point of view, and I believe we are consistent in upholding it now—the only question being what is considered essential and nonessential spending. I know that you will find this organization sincere in this approach since not a single instance can be found wherein the Kansas State chamber has urged you to support expenditures of Federal funds for projects in Kansas—other than in the fields of flood control and interstate highway development, both of which have their interstate aspects and are clearly in the national interest.

During the past 10 years, commendable progress has been made in Kansas in the construction of water resources projects authorized by Congress. The Kansas State Chamber of Commerce supports measures which will implement as rapidly as possible an integrated program of watershed management, small retarding reservoirs, larger regulatory reservoirs, levees, channel improvements, and other works.

This need for implementation of the Fedral program as it relates to Kansas was specifically stated in 2 resolutions passed by the 1955 session of the Kansas Legislature. House Resolution 24 and Senate Resolution 16 of that session both declare:

"That we respectfully urge, request, and petition the Congress of the United States to take what actions are necessary to insure continuance of surveys and planning and assure cooperation in the construction of projects in the State of Kansas that are vital and necessary to the conservation of land and water by the three agencies; namely, the Corps of Engineers, the Bureau of Reclamation, and the Soil Conservation of the United States Department of Agriculture."

Again in the 1957 session of the Kansas Legislature much this same point

of view was expressed. House Resolution 39, while directing attention to the need for federally constructed reservoirs for flood control and water conservation in the southeastern section of the State, spelled out that this action should "not be construed to mean that we intend to hinder, delay, or impede he consruction, completion, or approval of any flood-control or water-conservation project in any section of Kansas authrized by the Federal Government."

Coming from the elected representatives of the people of Kansas, these resolutions demonstrate faith in the present Federal agencies entrusted with these programs. They demonstrate that, despite prior controversies, the people of Kansas generally support the water resources program which the President seeks to effectuate in his budget recommendations. This point of view has been further borne out in the scores of meetings held over the State of Kansas by the State chamber of commerce on the State's pressing water problems.

We wish it thoroughly understood that we in Kansas are not relying solely upon the Federal Government to provide all of the projects so vitally necessary to achieve our water resources goals. The State chamber was the recognized leader in the successful promotion of adequate watershed district legislation passed by the 1953 Kansas Legislature. Also, we supported the creation of a progressive State water resources board in 1955 established to give impetus and direction to the State's water program. Another project approved by the 1957 Kansas Legislature is to submit to the voters of Kansas a constitutional amendment in 1958 which, if adopted, will permit the State to engage in works of internal improvement for the conservation and control of water. This serves to illustrate that we in Kansas are in good faith vigorously promoting the integrated program of local, State, and Federal partnership so highly essential in a well-rounded program of water resources development.

While thus proceeding to get our own local house in order, we are equally concerned with promoting continuing Federal participation in this integrated program and pressing for continued work and planning on federally authorized projects such as you are considering in connection with the Army's civil functions budget for 1958.

As an addendum to these remarks, I submit for your serious consideration the current policy declarations of the Kansas State Chamber of Commerce pertaining to water resources as developed by leaders from all parts of the State, which lend reinforcement to the testimony presented to you here today.

POLICY DECLARATIONS RELATING TO WATER RESOURCES

(WR–1) *A water-management policy for Kansas.*—We believe that the most serious unsolved problem facing the people of Kansas today is the proper development and control of our water resources. The very economic life of Kansas rests on the development and application of sound water-management programs in the two basic fields of water supply and water control.

The overall objective of developing a water resources management program is to enhance the economic opportunity of the entire State—to improve the welfare of the people of Kansas. In developing a comprehensive program of water management, consideration should be given to these elements of water resources planning, not necessarily in order of priority:

1. Watershed development
2. Flood control
3. Domestic, municipal, and industrial water supply
4. Irrigation
5. Pollution prevention and abatement
6. Drainage
7. Recreation
8. Fish and wildlife
9. Sediment control
10. Navigation
11. Ground water recharge
12. Soil moisture

Accordingly, the Kansas State Chamber of Commerce establishes the following statements as its policy on water management and solicits the support of the individual citizens and various official and unofficial groups and agencies in

Kansas who are concerned with development, protection, and control of water resources, as well as the Congress of the United States:

1. Alleviation of droughts and control of floods are two closely related phases of water management—a satisfactory solution to either will have a beneficial effect in control of the other. Therefore, the water resources council of the Kansas State Chamber of Commerce endorses all justifiable water-conservation programs.

2. We urge the full coordination of—

(*a*) The operations of the three Federal agencies concerned with flood-control work—the Corps of Engineers, the United States Bureau of Reclamation, and the soil-conservation agencies of the United States Department of Agriculture. Such coordination must exist at all levels of operation of these agencies. A proper flood-control program must include a coordinated plan of soil conservation, reservoirs of a suitable kind on upper tributaries, suitable reservoirs to protect main streams, levees, and necessary bank stabilization; and

(*b*) Operations of all Kansas State agencies concerned with the development, conservation. and protection of the State's water resources.

3. With respect to all river basins in Kansas, we recommend—

(*a*) Appropriation by Congress of the funds necessary for such flood control, bank stabilization, channel improvement and agricultural levees for flood-control purposes, soil and water conservation, and irrigation projects as have been recommended by the Corps of Engineers, the Bureau of Reclamation, and soil-conservation agencies of the Department of Agriculture and authorized by Congress. It is stipulated that this recommendation includes only those projects which have been both recommended and authorized as of November 9, 1956, and does not constitute an endorsement of any other projects which are recommended or authorized after that date, until such time as the proper groups of this organization can give them the necessary study and consideratioon.

(*b*) Authorization by Congress for such flood control, bank stabilization, channel improvement and agricultural levees for flood-control purposes, irrigation, and soil-conservation projects as have been recommended by the Corps of Engineers, the Bureau of Reclamation, and the soil-conservation agencies of the Department, as of November 9, 1956. Likewise, this recommendation also stipulates that only those projects recommended as of November 9, 1956, are endorsed.

4. We pledge our cooperation with Kansas municipalities in their efforts to obtain adequate and safe municipal and industrial water supplies.

5. We urge and support the most rapid extension of sound soil conservation and management practices possible, because they contribute to the control and conservation of water. We urge the exploration of the use of watershed management under existing Kansas law and completion of projects underway.

6. We oppose the establishment of any Federal valley authorities which would include Kansas.

7. We agree that in determining the compensation for property owners who are displaced as a result of flood-control works that consideration should be given to the current cost of assembling an economic farm unit: that consideration should be given to the intangible losses incurred by these property owners—similar to the price paid for goodwill in the sale and purchase of a business concern; and that ample allowance should be made for moving costs.

8. It is recommended that Congress provide sufficient funds to enable the United States Weather Bureau and the United States Geological Survey to secure all possible data from which the Weather Bureau may be enabled to forecast probable stage and flow of the rivers and to disseminate such information at the earliest moment to the interested people in any area threatened by the flood.

9. We pledge our support to the water resources board created by the 1955 Kansas Legislature, and to all other governmental, public, and private agencies and organizations working for the development of a sound water-resources policy in Kansas.

(Approved by the board December 28, 1951.)

(Reaffirmed by the board October 23, 1953.)

(Amended and reaffirmed by the board July 29, 1955.)

(Reaffirmed February 26, 1957.)

(WR–2) *Establishment of "water commission."*—Deleted July 29, 1955.

(WR–3) *State participation in Federal project development.*—The State chamber endorses the basic policy of the State water resources board governing

active and positive participation in Federal projects planning to expedite further progress in water-resources development in Kansas.

(Approved by the board December 12, 1956.)

(WR-4) *Development of State water plan.*—The State chamber recommends that the State water resources board in cooperation with other governmental agencies proceed with dispatch to prepare for each area of the State a basic plan for water-resources development as directed by law, and that the 1957 Kansas Legislature provide adequate funds for this activity.

(Approved by the board December 12, 1956.)

(WR-5) *Internal improvements for the conservation and control of water.*—The State chamber favors adoption of the proposed amendment allowing the State to engage in certain works of internal improvements for the conservation and control of water which would (1) add the words "general obligation" to the provision relating to highway bonds; (2) permit the State to construct works of development and control of water resources; and (3) remove any doubt as to the constitutionality of State construction of parks and recreational areas by expressly authorizing such work.

(Approved by the board December 12, 1956.)

(WR-6) *Appropriation of water for beneficial use.*—The State chamber recommends that no basic change be made in Kansas water law doctrine of appropriation for beneficial use, but that legislative action be taken to clarify and improve the 1945 Kansas Water Appropriation Act, particularly with regard to administrative and adjudication procedures; and further, that adequate funds be made available for effective and efficient administration of this act.

(Approved by the board December 12, 1956.)

(WR-7) *Water conservation in reservoirs.*—Recognizing the need for more stable water supplies in drought periods, the State chamber agrees with the view recently taken by the State water resources board that Tuttle Creek and other similar reservoirs can be designed as a water-conservation unit and that it be used to impound water for storage.

(Approved by the board December 12, 1956.)

Mr. SCRIVNER. The next witness was to have been Senator Joe Warren, of Kansas City, Kans. However, he is not here.

The next witness is Mr. Glenn Beal, of Fredonia, Kans.

Mr. CANNON. Mr. Beal.

STATEMENT OF GLENN BEAL

Mr. BEAL. Mr. Chairman, I filed my statement yesterday.

Mr. CANNON. Thank you, Mr. Beal.

Mr. SCRIVNER. Next is Mayor Emmett Wilson, of Independence, Kans.

Mr. CANNON. We will be glad to hear you, Mayor Wilson.

STATEMENT OF MAYOR EMMETT WILSON

Mr. WILSON. Mr. Chairman, our executive secretary has filed our statement.

Mr. CANNON Thank, you, Mr. Mayor.

Mr. SCRIVNER. Mr. George Fox, of Chetopa, Kans., is next.

Mr. CANNON. Mr. Fox.

STATEMENT OF GEORGE FOX

Mr. FOX. Mr. Chairman, our statement has been filed.

Mr. CANNON. Thank you, Mr. Fox.

Mr. SCRIVNER. Next is Mr. Ed Fanestil of Emporia, Kans.

Mr. CANNON. Mr. Fanestil.

STATEMENT OF ED FANESTIL

Mr. FANESTIL. Mr. Chairman, our group has filed a statement.
Mr. CANNON. Thank you.
Mr. SCRIVNER. Next is Mr. Scotty Gound of Marion, Kans.
Mr. CANNON. Mr. Gound.

STATEMENT OF SCOTTY GOUND

Mr. GOUND. Mr. Chairman, our statement was filed yesterday.
Mr. CANNON. Thank you.
Mr. SCRIVNER. In the area of Iola, Kans., affected by floods on the Neosho, we trust that funds for Burlington Reservoir will be approved by this committee.

Thank you, Mr. Chairman, I will now turn over the introduction of other witnesses to Mr. Bolling.
Mr. CANNON. Congressman Bolling.

STATEMENT OF REPRESENTATIVE RICHARD BOLLING

Mr. BOLLING. Mr. Chairman, I will not take the time of the committee to say again what I have already said on many occasions to the members of the committee both individually and collectively. I would like at this time to introduce Mr. J. C. Alexander, personal representative of Governor James T. Blair of Missouri.
Mr. CANNON. Mr. Alexander.

STATEMENT OF J. C. ALEXANDER

Mr. ALEXANDER. Mr. Chairman, I have a statement here prepared by Governor Blair which I would like to file, and I would like for you to know that he is interested in resources development in the State of Missouri at the most rapid rate possible.
Mr. CANNON. Thank you, Mr. Alexander. The statement will be included in the record at this point.
(The statement referred to is as follows:)

EXECUTIVE OFFICE,
STATE OF MISSOURI,
Jefferson City, May 15, 1957.

To the Members of Congress:

As Governor of the State of Missouri, I am deeply interested in the development of its resources. I feel that such development should be done on an orderly and logical basis. During the past few years Missouri has experienced extreme drought conditions. These several years of drought were preceded by a most damaging flood on the Missouri River. Missouri has had, and will continue to have, many floods on its many streams. Several floods have been experienced this year; however, they have been on the smaller streams within the State and received less publicity than floods occurring on larger streams. There has been great damage inflicted upon many residents along many of our streams this spring.

I am making a request that the appropriation be approved for the Missouri River navigation and flood control improvements, as requested in the budget request to Congress. Control of floods along the Missouri River is a much needed resource development in the State of Missouri. I have been reliably informed that it is not feasible to completely control inundation of valuable and fertile bottom lands along the Missouri other than by levee construction. The resi-

dents along this mighty stream have waited patiently, though suffering many devastating floods, while protection was provided in areas which suffered no greater losses from excess streamflows. Protection is essential for the survival of this area and it is my opinion that Missouri's reach of the river has been deferred entirely too long. Therefore, I urge you to consider favorably the request for funds asked in the budget for this worthy development so that the great losses to our people and Nation along the Missouri River will be lessened.

The 5 years of deficient precipitation have strongly impressed upon us the importance of conservation storage of water for periods of drought as well as the necessity of impounding water during periods of excess stream discharge. Only last winter the combined flow of the Mississippi and Missouri Rivers past the city of St. Louis was expected to become so small that a dangerously low stage was anticipated. The critical condition was averted through increased flow from Lake Michigan by the way of the Illinois River. The conservation storage in the Osage Reservoirs would possibly not have made up this deficiency but certainly would have contributed greatly to such relief had not the Great Lake diversion been available. Also this system of reservoirs would certainly contribute to reduction of flood crests in the low Missouri and Mississippi Rivers. In view of these facts. I request that you appropriate the sum requested in the budget for continuing construction of Pomme de Terre Reservoir.

These improvements are so essential to the welfare of Missouri and of such national importance that I feel it would be false economy to curtail the planned construction of these resource development programs.

Very truly yours,

JAMES T. BLAIR, Jr., *Governor.*

Mr. SCRIVNER. Congressman Moulder will introduce the next witnesses.

Mr. CANNON. Congressman Moulder.

STATEMENT OF REPRESENTATIVE MORGAN M. MOULDER

Mr. MOULDER. Mr. Chairman and members of the committee, I wish to remind you that the Marias des Cygnes River in Kansas becomes the Osage River in Missouri. Of course, we are very anxious to support the projects that have been supported by our friends from Kansas in that connection, as well as other projects which would afford great protection from the devastating floods we suffer from in Missouri.

It is my pleasure to present four outstanding civic leaders from the 11th Congressional District of Missouri.

The first is Mr. Steve Jackson, who represents the levee board and chamber of commerce of Boonville, Mo.

Mr. CANNON. Mr. Jackson.

STATEMENT OF STEVE JACKSON

Mr. JACKSON. Mr. Moulder, Mr. Chairman, and other members of the committee, I am just a dirt farmer living in central Missouri on the main stem of the Missouri who was drowned out 7 out of 10 years between 1942 and 1952.

Mr. Chairman, you were talking about football awhile ago, and the Kansas delegation has had the ball, and now Missouri has the ball, and I want to congratulate the Kansas delegation. They have a full team and all the subs today. I want to congratulate them on the team they have here today.

I want to take a few minutes to talk about the situation in central Missouri.

Mr. CANNON. We will be glad to hear you.

Mr. JACKSON. You have heard that we are heartily in favor of the reservoirs on the main stem of the Kansas and Missouri Rivers. However, these reservoirs only give us control on the main stem. In central Missouri we have to have levees. We have had a system of "farmer" levees, but during the 10-year period from 1942 to 1952 the levees we had were topped and destroyed by the floods.

Mr. CANNON. You are talking about the Missouri River from Kansas City to the mouth?

Mr. JACKSON. Yes. Those levees are inadequate to give us the protection we need. We in our area must rely on levees for our protection.

I have figures showing what the Federal Government has spent in the 10-year period from 1942 to 1952 just to repair those levees on the main stem of the Missouri River. I think you were here during that period, Mr. Cannon, and I want to thank you and other Members of Congress for the millions you sent to repair those levees, because without that money it would have been impossible to repair them.

If we can get the $2 million now proposed in the budget, we could start on the construction of agricultural levees from Kansas City to the mouth of the Missouri.

Mr. CANNON. You are limiting your request to the amount in the budget.

Mr. JACKSON. Yes; the $2 million.

I am asking that not as a grant but as an investment from the Federal Government's standpoint as insurance against future floods. This investment will eliminate the necessity for the continued large expenditures of money for repair. That does not include the millions spent by the ASC to restore our land. It does not include the millions of dollars spent by the State of Missouri and the counties to repair bridges and roads and other property after the floods. Nor does it include the thousands and thousands of dollars that the Federal Government lost through income taxes it would have derived from that area if it had been protected.

Also, if we can get adequate protection in this area it will open up new industrial sites which will give employment to local people. I was approached last week by someone who was interested in bringing an industry to that area, but they would not come in without adequate protection.

I ask permission to file my statement for the record.

Mr. CANNON. Thank you, Mr. Jackson. Your statement will be filed at this point.

(The statement referred to is as follows:)

STATEMENT OF THE 6TH AND 10TH DISTRICTS OF MISSOURI-ARKANSAS BASINS FLOOD CONTROL ASSOCIATION

TO THE CHAIRMAN OF THE HOUSE PUBLIC WORKS SUBCOMMITTEE ON APPROPRIATIONS:

The membership of our association is comprised of draining and levee districts along the Missouri River and tributaries between Kansas City and the mouth of the Missouri.

These districts sincerely request that Congress include funds to continue an orderly construction of agricultural levees from Kansas City to the mouth of the Missouri.

Since closures of several upstream reservoirs have already been effected, and since Tuttle Creek Dam is progressing, we believe a continuation toward the

orderly completion of these levees should be made. The majority of the districts will meet all legal requirements for their immediate participation in this program.

We have already spent millions of dollars in local "farmer" levees. What is needed is a coordinated plan of protection, and the districts stand ready to issue bonds to spend further millions on their share of the rights-of-way, easements, etc. Complete coordination, however, cannot be had without the cooperation of the Federal Government.

We also wish to go on record as urging the orderly completion of the entire Missouri Basin development plan, including upstream reservoirs on both the Kansas and Missouri Rivers, river stabilization, and agricultural levees from Sioux City, Iowa, to the mouth of the Missouri. We are requesting $2 million for the fiscal year 1958, and ask that you give favorable consideration to our request for funds to continue the completion of agricultural levees from Kansas City to the mouth of the Missouri.

For the information of the committee, we are asking for the appropriations as an investment from the Federal Government's standpoint as an insurance or preventive of future floods. The figures below show the cost to the Federal Government of levee repairs and total flood damage on the main stem of the Missouri River (in Missouri only; Kansas City being excluded) during the 10-year period from 1942 to 1952, inclusive.

Date of flood (year)	Cost of levee repairs in Missouri	Total flood damage in Missouri
1942	$176,300	$14,912,000
1943	998,900	29,471,000
1944	1,438,100	12,286,000
1945	268,200	12,136,000
1946	49,500	
1947	490,000	52,634,000
1948	776,500	7,905,000
1949	952,100	9,507,000
1950	58,800	1,454,000
1951	4,885,600	85,509,000
1952	2,799,700	46,400,000
Total, 11 years	12,893,700	[1] 272,214,000

[1] Total flood damages include cost of levee repairs.

These figures do not include the other millions of dollars spent by the various agencies of the Government to reclaim and repair the damages caused by these floods, such as deep plowing, to get rid of the sand, or the leveling and filling of holes left by the floods.

Nor do the figures include the millions of dollars spent by the State of Missouri and the counties to repair damages done to roads, bridges, and other property.

Now, if adequate levee protection is given this area, it would give not only security to the present generations but also to future generations. If the farmers of this area are assured of adequate protection, then they will confine their farming activities to the bottom land and quit cultivating the hill land adjacent to the river. Without adequate protection the farmers feel, from the standpoint of their own protection, that they must have some row crops out of the river bottom. When his land is put in cultivation and they get hard rains, it only means erosion from these hills is washed or carried into the main stem of the Missouri River, and that means that this mud and silt is gradually filling up in the Missouri River, which in turn costs the Federal Government millions of dollars every year to dredge out this silt or confine the river to a narrow channel where it can be flushed down to New Orleans.

Adequate protection in this area will also open up new industrial sites which will give employment to local people.

We also request that the budget include sufficient appropriations for the fiscal year 1958 to continue the surveys now being made in the Blackwater-Lamine and Grand River Basins. The surveys now underway are meeting the approval of the people and are receiving the fullest cooperation of those people.

It is the hope of the officers, directors, and members of the 6th and 10th districts of the Missouri-Arkansas Basins Flood Control Association, as well as the

people in those districts, that you will encourage the allocation of funds in connection with our requests.

Thanking you for your efforts and cooperation in our behalf, I am

Respectfully yours,

STEVE JACKSON, *President.*

Mr. MOULDER. The next witness is Herb Lock, an outstanding farmer of Carrollton, Mo.

Mr. CANNON. Mr. Lock.

STATEMENT OF HERB LOCK

Mr. LOCK. My name is Herb Lock. I am a farmer from Carrollton, Mo.

I would like to present a resolution urging that an appropriation be made for the overall Pick-Sloan plan, and especially for the construction of agricultural levees along the Missouri River from Kansas City to Grand River.

Mr. CANNON. Thank you, Mr. Lock. The resolution will be made a part of the record.

(The resolution referred to is as follows:)

RESOLUTION

Whereas an effective method of flood control in the Missouri River Basin is essential to the economic welfare of this section of Missouri, and the comprehensive plan approved by Congress is the effective method of such control and should be completed with the least possible delay: Be it

Resolved, That we endorse and concur in the joint statements of the Governors of the great States of Kansas and Missouri; and that the Congress of the United States be urged to take such steps as are required to expedite the completion of such plan and particularly the construction of dams on the Kansas River; and that the Congress be urged to appropriate such funds as are necessary to complete the construction of Perry, Milford, and Wilson Dams, and to construct agricultural levees along the Missouri River from Kansas City to Grand River; and that such funds be allocated, distributed, and used for the construction of such levees in the manner and at the times determined by the Corps of Engineers, United States Army.

CARROLLTON JUNIOR CHAMBER OF COMMERCE.
CARROLLTON CHAMBER OF COMMERCE,
(Signed by seven citizens).

Mr. MOULDER. I have the honor of presenting a distinguished surgeon and physician from Warsaw, Mo., Dr. Gus Salley, who represents the Lake Ozarks Association.

Mr. CANNON. Dr. Salley.

STATEMENT OF DR. GUS SALLEY

Dr. SALLEY. I am just a country doctor working with the country people, and I see them all the time.

I have a statement I wish to file, and I would like to say a word regarding the proposed Kaysinger Dam project, which is located on the main stem of the Osage River. This is 1 of 9 dams outlined by the Pick-Sloan plan, and we would like to see it considered.

Mr. CANNON. Thank you, Doctor. Your statement will be filed at this point.

(The statement referred to is as follows:)

Mr. Chairman and members of the committee, I am Dr. Gus Salley, Warsaw, Mo., a country practicing physician of more than 30 years. I feel that I am qualified to pass along to you the true feeling of the community which I represent.

Regarding the proposed Kaysinger Dam project, I want to assure your committee that the people in the area immediately affected are definitely in favor of the project moving forward at once. The proposed Kaysinger Dam site is located on the Osage River, approximately 1 or 2 miles above Warsaw, Mo. This is 1 of 9 dams outlined by the Pick-Sloan program of the Army engineers.

Gentlemen, for the sake of brevity and the conservation of your time, I will not delve into the arguments or the presentation of figures, and those things that you may be able to acquire accurately from the Corps of Engineers. I only want to call to your attention a few items of importance in a general way.

I wish to direct your attention to two opposite facts tha plague the entire Mississippi, Missouri, and Osage-Marais des Cygnes Valleys: (1) Floods, high waters, and the terrible devastation of the area and destruction of property—real and personal; and (2) the direct opposite in times of drought—low waters—the terrific menace to the health of the community due to water stagnation affecting the health of all the people of the communities and depriving them of waters badly needed for their customary way of life.

Gentlemen, on these two points I could write pages and so could you. But I merely wanted to call to your attention that these facts existed throughout the entire valley system and that the dams proposed in the Pick-Sloan program of the Army engineers would offer a solution to these problems.

Now, then, I want to tell you that the people in the area of the proposed Kaysinger Dam would like to have action taken by this Congress at the earliest possible date. I am here to tell you that the Kaysinger Dam is a major factor in controlling floods and in impounding water for conservation purposes that will have a direct influence from the site of Kaysinger Dam at Warsaw, Mo., to the Gulf of Mexico at New Orleans, La.

I want to call to your attention that of the 9 dams proposed by the Pick-Sloan program in the Osage-Marais des Cygnes system, the Kaysinger Dam is bigger than all the other 8 together. In the Pick-Sloan program, the Kaysinger Dam is the key project of the Osage-Marais des Cygnes system.

Again, I call your attention to the fact that the Army engineers will be very happy to furnish you gentlemen with definite figures and facts regarding the size and cost and dollar ratio cost of the Kaysinger Dam.

I also wish to point out, as forcibly as I know how to do so, I believe the Army engineers will verify for me and for you this statement—that per dollar spent building the Kaysinger Dam we will get more than any other dam in the system.

With the above few remarks and many other things which may be called to mind by these remarks, I believe—and the people of my community feel—that our request for $200,000 planning money be recommended at this time as very just, fair, and reasonable.

I thank you.

Mr. MOULDER. Mr. Chairman, the concluding witness from the 11th District is Henry Day, one of the outstanding civic leaders of Hermitage, Mo.

Mr. CANNON. Just prior to that, I will recognize our colleague, Congressman Brown, from Missouri.

STATEMENT OF REPRESENTATIVE CHARLES H. BROWN

Mr. BROWN. Thank you, Mr. Chairman.

I would like to submit a statement to the committee in behalf of the budgeted $2 million for a continuing project on a river in our area that affects my district. It has the French name of Pomme de Terre. Off the record.

(Discussion off the record.)

Mr. BROWN. With the permission of the chairman, I would like to have this statement included in the record at this point.

Mr. CANNON. Thank you, Mr. Brown. Your statement will be made a part of the record at this point.

(The statement referred to is as follows:)

Mr. Chairman, I thank you very much for this opportunity to appear before this distinguished subcommittee.

It would be presumptuous of almost anyone to think that he could enlighten you gentlemen on anything about dams or flood control or water-resources development. Any committee led by a man of such wisdom and stature as Missouri's great American, Clarence Cannon, is certain to have a great fund of experience and knowledge about every phase of this subject. But we in south Missouri have had a recent experience with this very old problem of floods that has been a very valuable reawakening to us. Perhaps it might be of value to this subcommittee.

During the past 5 years, we've had such terrible never-ending droughts in south Missouri that we had honestly forgotten what floods were like.

This spring, we got rain in the Ozarks. And I mean we got rain—the sod-soaker and gully-washer variety—19 or 20 inches in 4 months, the kind we've been praying for for 5 years.

And with the rains, we got a vivid lesson in something that you gentlemen on this committee, and others like you interested in flood control and water-resources development, have been preaching for many years: There is no economical way to deal with floods. Flood damage can either be prevented or repaired. Both ways cost money but prevention is cheaper and more permanent. In our south Missouri area this year, we have seen at first hand the two ways to deal with floods and the results of each.

In the Shepherd of the Hills country of Missouri and Arkansas, we have for years been plagued by occasional floods. Crop damage, furniture repairs, merchandise losses have run into untold millions of dollars.

But Congress in its wisdom, through the guidance of this committee, provided the money to build Table Rock Dam, which is now only partially constructed.

This year, when the floods came, this partially completed Table Rock Dam held back much of the water that once brought disaster and suffering to our towns and farms and saved the incalcuable damage that we once considerred an inevitable price we had to pay for living in our beloved Ozarks.

What did Table Rock Dam mean to us in this one flood? Some people who are supposed to know say that it saved as much as 10 to 15 million dollars' worth of damage. One year, one rush of water, and a sizable portion of the dam's cost is already repaid before the dam is even finished.

Now, contrast that situation with what happened in the northern area of our Ozarks this year along the Pomme de Terre River.

The floods came in this area. No dam to hold them back; and there went the crops, the mud and silt on the farm equipment, and the living room furniture. We paid for a portion of the cost of a Pomme de Terre Dam; but while the dam is in the early stages of construction, it was not far enough along to hold back the water. So, we'll pay out money again to repair damage that could have been prevented.

Floods cost money. We pay for them either by constructing expensive dams to prevent even more expensive damage, or we pay for them by repairing the damage time and time again.

Last year, the Congress took an important step toward preventing flood costs along the Pomme de Terre and Missouri River tributaries by appropriating $800,000 for construction of a dam. Land has been acquired. Contracts have been let; and dirt has bbeen turned. In addition to the $800,000, some $500,000 has been spent in previous years for planning and blueprinting of the authorized project.

We are here asking that this project, so long awaited and now begun, be carried forward to completion.

We realize that ours is one of many such problems confronting this committee; and we know that only so many can be handled in any one year, especially in these times of heavy defense burdens on the National Government.

But in this instance, we feel our case is a little different, because $1,300,000 has already been spent on the Pomme de Terre Dam in planning and construction. To walk away now and leave an abandoned $1 million monument to what might have been would be, we feel, an extravagance that we can ill afford along with the extravagance of flood damage that is almost certain to require costly repair again in future years.

Further, we submit our economic situation in this section of the Ozarks deserves some sort of special consideration, not overriding perhaps, but worthy of some thought.

Our section is one that is often described by our more affluent cousins as a "depressed rural area." In recent years of declining farm prices and higher living costs, these counties along the Pomme de Terre have suffered a disastrous economic squeeze. Per capita income in 1 or 2 of these counties has fallen to as low as $400 per year.

In other counties where this type of disaster has occurred, the Federal Government is now spending millions of dollars for what they call rural development, a sort of domestic mutual security aid program, I suppose you'd call it.

If we can get Pomme de Terre Dam completed, we'll get our rural development along with flood control and a potential for the production of power.

We'll get a new crop we've never had before in this area—a crop called vacationers and fishermen; and the yield per acre on this new crop will help replace the farm income we have lost.

Mr. Chairman, for these and many other reasons, I beg of this committee to se Pomme de Terre Dam, a continuing project, on through to completion.

In this area with all our economic burdens of the present, we can ill afford the wasteful extravagance of repairing flood damage. We've started to correct the situation. Now let's finish the job. In the strongest possible terms, I urge your approval of the budgeted $2 million or whatever the Corps of Engineers deems necessary and practical for the 1958 fiscal year to carry on the Pomme de Terre project.

Mr. MOULDER. Mr. Day is the next witness.

Mr. CANNON. Mr. Day.

STATEMENT OF HENRY G. DAY

Mr. DAY. Mr. Chairman, my name is Henry G. Day. I live at Hermitage, Mo., on the Pomme de Terre River, and am representing the people of that area supporting the Pomme de Terre Dam.

Congress first authorized the construction of Pomme de Terre Dam in 1938; $800,000 was appropriated last year, and $2 million is recommended in the President's budget for 1958. We hope that you will allow that amount.

I wish to file this statement.

Mr. CANNON. Thank you, Mr. Day. Your statement will be filed at this point.

(The statement referred to is as follows:)

Mr. Chairman and members of this committee, my name is Henry G. Day. I live at Hermitage, Mo., and appear before this committee as a local representative of the people supporting the Pomme de Terre Dam.

Pomme de Terre Dam has had a tortuous career since Congress first authorized its construction in 1938. However, the $800,000 appropriated for fiscal year 1957 to start construction and the $2 million recommended in the President's budget for fiscal year 1958, holds much promise and encouragement of continued progress for this project.

During the past 5 years from 1952 through 1956, a severe drought engulfed this entire area.

Recognizing the extreme hardship of these repeated floods and severe droughts, the Congress of the United States has authorized construction and appropriated funds for an initial start of the Pomme de Terre Dam 3 miles south of Hermitage, Mo.

Construction of the first contract is now well underway by the Bennett Construction Co., of Kansas City.

When completed the dam will afford flood protection to some 5,500 acres along the river and will play a vital part in overall protection of the entire Osage River Basin.

In addition, the dam will afford a dependable water supply during drought years, and if deemed advisable, will be capable of developing 16,800 kilowatts of electric power.

This lake will be a lake of scenic beauty, nestled among the high Ozark hills and will attract thousands of tourists each year.

As Pomme de Terre Dam has been a part of every plan of the Corps of Army Engineers since 1919 and the only dam of the Pick-Sloan plan under construction in Missouri, or the entire Osage-Marais des Cygnes Valley, it is clear that it is the intention of Congress to move forward without delay to complete this project.

We respectfully urge this committee to give favorable consideration to the amount recommended in the President's budget to proceed as rapidly as possible, to continue construction of the much needed Pomme de Terre Dam, as well as other like dams of the Missouri River Valley.

Thank you very much for your time and interest.

Mr. MOULDER. Mr. Chairman, thank you very much. That concludes the presentation of the witness from the 11th District.

Mr. CANNON. Congressman Brown, do you desire to be further recognized?

Mr. BROWN. I would like to introduce a man from the Seventh District of Missouri who is interested in this same project, Pomme de Terre Dam. He is Mr. Henry Beezley from Bolivar, Mo.

Mr. CANNON. Mr. Beezley.

STATEMENT OF HENRY L. BEEZLEY

Mr. BEEZLEY. I represent the Bolivar Chamber of Commerce and would like to file a statement.

Mr. CANNON. Off the record.

(Discussion off the record.)

Mr. CANNON. Thank you, Mr. Beezley. The statement of the Bolivar Chamber of Commerce will be filed at this point.

(The statement referred to is as follows:)

BOLIVAR CHAMBER OF COMMERCE,
Bolivar, Mo., May 11, 1957.

THE HOUSE PUBLIC WORKS SUBCOMMITTEE ON APPROPRIATIONS,
Washington, D. C.

GENTLEMEN: We, as officers of the Bolivar Chamber of Commerce, an organization composed of some 180 business and professional men in the community of Bolivar, Mo., are very much concerned with the appropriation for the 1958 fiscal year for the continued construction on the Pomme de Terre Dam located near Hermitage, Mo.

The membership of our organization has for several years been interested in the Pomme de Terre project for several reasons such as soil and water conservation, flood control, and recreational advantages.

We were much pleased to have the $800,000 appropriation last year which has made it possible to get construction started on the dam, and we are certainly encouraged to see the $2 million recommendation in the budget for the 1958 fiscal year for this project.

We respectfully urge this committee to approve an appropriation for the full amount of $2 million in order that the construction can go forward on this important project.

We wish to thank you for your interest in this project.

C. R. FRASER,
President.
PAUL V. LONG,
Secretary.
ROY E. TETERN,
Vice President.
DEAN SAXTON,
Treasurer.
H. L. BEEZLEY,
Director.

Mr. CANNON. Mr. Brown, do you wish to be further recognized?
Mr. BROWN. No, Mr. Chairman. Thank you.
Mr. CANNON. Congressman Christopher.

STATEMENT OF REPRESENTATIVE GEORGE H. CHRISTOPHER

Mr. CHRISTOPHER. Mr. Chairman and members of the committee, on behalf of the people of the Fourth Congressional District of Missouri, I want to respectfully request this committee to approve the budget recommendations for flood control on the Missouri River and its tributaries, and I want to introduce a gentleman from Independence, Mo.,Bishop Willard Becker, representing the Atherton Levee District. He is chairman of the agriculture committee of the Reorganized Church of Jesus Christ of Latter-Day Saints. They have their main buildings and their church just north of Lee's Summit. At this time I present Bishop Becker.

Mr. CANNON. Bishop Becker, we will be glad to hear you.

STATEMENT OF BISHOP W. C. BECKER

Bishop BECKER. I would like to present a statement from the Atherton Levee District signed by Mr. N. Ray Carmichael, secretary; and I also have a statement of my own upholding the budget for the agricultural levee program.

Mr. CANNON. Thank you, Bishop Becker. The statements you refer to will be made a part of the record at this point.

(The material referred to is as follows:)

The program of regional water resource development, as has been undertaken by the Federal Government in cooperation with local interest groups, has been of utmost value to this Midwest area. The program as developed thus far has increased the economic potential of the area immensely. Having witnessed the benefits already derived in terms of protection to human lives and property, as well as furthering economic opportunities in the form of increased industrial expansion, river navigation, and protection to farmlands, we strongly urge a continuation of this great program.

For further expediting the work, we request the appropriation of funds for the following projects:

1. Development of agricultural levees for the area below Kansas City. New starts to be made according to the recommendations of the Corps of Engineers.
2. Continuation of channel stabilization program.
3. Continuation of construction program for Tuttle Creek Dam.
4. Planning funds for Perry and Milford projects. These two projects to be completed at an early date as part of the total development of the Kansas River Basin.

The need for water for domestic as well as industrial purpose have reached new heights. All indications suggest that staggering amounts of water must be made available to meet future demands. This Midwest area, because of the strategic location, has for future expansion, the highest potential of any area of our great country. We urge a continuation of the water resource development plan as proposed in the Pick-Sloan program.

Respectfully submitted.

BISHOP W. C. BECKER,
Chairman of Agriculture Committee, Reorganized Church of Jesus Christ of Latter-Day Saints.

STATEMENT BY THE ATHERTON LEVEE ASSOCIATION, ATHERTON, MO.

The Atherton Levee District is located 25 miles east of Kansas City, Mo. It composes an area of approximately 6,800 acres of farmland. This land is owned by 57 landholders.

The Atherton lands at the present time are partially protected from floodwaters from the Missouri River and Little Blue River by levees constructed by the property owners within the district in 1944. Floods since construction have proven these levees to be very inadequate.

With the completion of upstream reservoirs on the main stem of the Missouri and proposed project, such as Tuttle Creek on the Kaw River, work is now in order for the development of the agricultural levee program of the Corps of Engineers in the area from Kansas City to the junction of the Grand River in Missouri.

We of the Atherton Levee District urge the appropriation of funds by this Congress to continue this program of agricultural levees. We request that the budget recommendation of $3,300,000 for agricultural levees from Rulo, Nebr. to St. Louis be made available for the next fiscal year. This to be used according to the program established by the Corps of Engineers.

We of the district are completing all local requirements for participation in this program—right-of-way will be provided and all local requirements fulfilled.

ATHERTON LEVEE DISTRICT,
By N. RAY CARMICHAEL, *Secretary.*

Mr. CANNON. Congressman Hull.

STATEMENT OF REPRESENTATIVE W. R. HULL, JR.

Mr. HULL. Mr. Chairman and members of the committee:

I am happy to be here this morning, and I earnestly urge your favorable consideration of these projects from Kansas City down. The Missouri River is a most wicked river, as you know.

Mr. CANNON. The most unbridled river in America.

Mr. HULL. I have lived on it all my life, adjacent to it. We know what it can do.

I have two gentlemen from the county of Ray. It is known as Little Dixie down there.

The first is Mr. Ray Gill.

Mr. CANNON. Mr. Gill, we will be glad to hear you.

STATEMENT OF RAY GILL

Mr. GILL. Mr. Chairmen and gentlemen:

I am Ray Gill representing district 5 of the Mo-Ark Flood Control and Conservation Association, with 300,000 acres of flood plain along 120 miles of the Missouri River east of Kansas City.

We are also for an overall levee and flood control system and are asking for planning money for agricultural levees below Kansas City.

I would like to submit a statement by the Missouri River Flood Protective Association.

Mr. CANNON. We are glad to have it and it will be included in the record.

(The statement referred to is as follows:)

STATEMENT OF THE MISSOURI RIVER FLOOD PROTECTIVE ASSOCIATION, KANSAS CITY TO THE GRAND RIVER

This association represents locally legally organized levee districts, individuals in unorganized districts and municipal and civic groups interested in some 300,000 acres of flood plain along 120 miles of the Missouri River east of Kansas

City. The association is a member of Mo-Ark Flood Control and Conservation Association, district 5, and has consistently urged the orderly completion of the comprehensive Missouri Basin development plan, including upstream reservoirs on both the Missouri and Kansas Rivers, channel improvement and bank stabilization, agricultural levees from Sioux City to St. Louis, and acceleration of the flood control plans on the Arkansas, Osage Basins and other tributary streams.

We appreciate the appropriations by the last session of Congress for a start of construction of agricultural levees on the Missouri River, Kansas City to Grand River. Planning is underway in unit L–345–330 and the local organizations in units R–351, L–330–319 and adjacent units have completed legal requirements for their immediate participation in the program. We urge Congress to appropriate $2 million for the orderly construction of agricultural levees from Kansas City to Grand River, in addition to the funds necessary to continue construction of agricultural levees Sioux City to Kansas City.

To expedite the levee program we also urge inclusion of $6 million for bank stabilization and channel improvement, Rulo, Nebr., to the mouth.

We urge that discretion for new starts of agricultural levees on the Missouri River be specifically vested in the Corps of Engineers. The boundaries of many of the units are streams where improvements on one side would damage the adjacent unit unless works are carried on simultaneously. Further, many of the units in this section of the Missouri River are so large that several years will be required to complete final plans before actual dirt moving can start. We feel that flexibility of starts should be maintained, and can best be controlled from the local level, thus insuring an orderly progress in actual construction of flood protection works.

Safety of this district, located east of the junction of the Missouri and Kansas Rivers at Kansas City, is dependent on:

(*a*) Continued appropriations for Tuttle Creek Dam;

(*b*) Immediate and orderly starts of construction of Wilson Dam, Perry Dam, Milford Dam and the local protection works, on the Kansas River;

(*c*) Continued appropriations for upriver projects on the Missouri River.

We also urge appropriations for continuation of Pomme de Terre Dam and for a start on the flood-control plan on the Osage River Basin; for funds for construction of Rathbun Dam on the Chariton, to alleviate flooding on the lower Missouri River.

For the information of the committees, we attach a map of the authorized agricultural levees Kansas City to Grand River, and statements from county courts, levee districts, municipal bodies and civic clubs in the local territory. They show unified support of the Pick-Sloan plan and of agricultural levees in this area.

(Signed) WILLIAM G. CALVERT,
President, Missouri River Flood Protection Association, Kansas City-Grand River.

NOTE.—The map referred to was filed with the committee.)

LAFAYETTE COUNTY COURT,
LEXINGTON, MO., *May 10, 1957.*

Representative CLARENCE CANNON,
Chairman, House Public Works Subcommittee on Apprpriations,
Washington, D. C.

DEAR SIR: We, the members of the Lafayette County court urge immediate appropriations for building of agricultural levees along the Missouri River in this area. We believe these levees are vital to the entire economy of this region.

We also request new starts on levees be left to the discretion of the United States Corps of Engineers.

Yours very truly,

JAMES A. SCHOOLING,
Presiding Judge.
A. H. RIESTERER,
Judge of Eastern District.
EARL C. OSBORN,
Judge of Western District.

LEXINGTON, Mo., *May 11, 1957.*

Representative CLARENCE CANNON,
Chairman, House Public Works Subcommittee on Appropriations:

The citizens of the Lexington, Mo., area very strongly support the Pick-Sloan plan and in particular urge immediate appropriations for agricultural levees along the Missouri River in this region.

In order that there be no delay in constructing the levees after appropriations are made, our citizens suggest that the United States Corps of Engineers have authority over starting new construction on the levees.

HENRY DANKERS, *Mayor.*

CHAMBER OF COMMERCE,
Lexington, Mo., May 11, 1957.

Hon. CLARENCE CANNON,
Chairman, United States House Public Works Subcommittee on Appropriations.

DEAR CONGRESSMAN CANNON: The Lexington, Mo., Chamber of Commerce wishes to go on record as strongly urging appropriations for agricultural levees along the Missouri River in this area and for the Pick-Sloan plan in general, particularly the dams in Kansas. The levees would add greatly to the agricultural resources of this area.

We suggest that new starts on levees be left to the discretion of the United States Corps of Engineers.

ED RODENBERG, *President.*

LEXINGTON INDUSTRIAL DEVELOPMENT CORP.,
Lexington, Mo., May 10, 1957.

Representative CLARENCE CANNON,
Chairman, Public Works Subcommittee on Appropriations,
House of Representatives, Washington, D. C.

DEAR REPRESENTATIVE CANNON: The Lexington Industrial Development Corp. respectfully requests immediate implementation of the Pick-Sloan plan for this area. We are especially interested in the agricultural levees along the Missouri River.

We also respectfully request that the new starts on the levees be left to the discretion of the United States Corps of Engineers, in order that there will be no undue delay in starting construction.

We hope you will seriously consider the above requests.

Very truly yours,

GEO. W. BROWN, *President.*

Hon. WILLIAM R. HULL,
House of Representatives, Washington, D. C.

The landowners and tenants in Henrietta Drainage District and the Farmers Drainage District, Ray County, Mo., request your consideration and assistance in obtaining appropriations for the orderly execution of the Pick-Sloan plan under the Crops of Engineers.

We favor the completion of Tuttle Creek Dam.

We favor the starting of Wilson Dam on the Kansas River.

We believe the benefits derived from the reservoirs constructed and planned on the upper Missouri and Kansas Rivers will far exceed their cost.

We need agricultural levees below Kansas City along the Missouri River and seek your help in obtaining appropriations for their construction in a timely manner. Also, we think new starts on these districts should be left to the discretion of the Corps of Engineers so that hardships will not be effected on areas adjoining those under construction.

We appreciate the attitude toward economy reflected by Congress during this session, but, in our opinion, money invested in these improvements will bring

direct returns to the Federal as well as State and local governments far exceeding their costs.

We need and appreciate your consideration.

Yours truly,

FARMERS DRAINAGE DISTRICT,
HENRIETTA DRAINAGE DISTRICT.
JOHN F. WHITMER, *President.*
R. J. WILLIAMS, *Secretary.*

To the Congress of the United States:

We, the county court of Ray County, Mo., in session this 13th day of May 1957, do unanimously resolve that:

The flood-protection and water-conservation features of the Pick-Sloan plan under the direction of the Corps of United States Engineers are valuable improvements to the Missouri River Valley.

The economic, health, and recreational benefits derived from the reservoirs constructed and planned on the upper Missouri and Kansas Rivers will far exceed their cost.

We favor the completion of Tuttle Creek and the starting of Milford, Perry, and Wilson Reservoirs according to plan of the Corps of Engineers.

We think agricultural levees below Kansas City along the Missouri River are now in order and request appropriations for their construction in an orderly manner.

Also, we think new starts on agricultural levees should be left to the discretion of the Corps of Engineers so that hardships will not be effected on districts adjoining those under construction.

Our endorsement of the above features reflects the opinion of the tenants and landowners of more than 55,000 acres of valley land in this county plus the interests of the business and professional citizenry of our area.

COUNTY COURT OF RAY COUNTY,
R. C. STOCKTON, *Presiding Judge.*
VIRGIL LILIS, *Judge.*
CLAUDE BIORY, *Judge.*
BOB HAMILTON.

To the Congress of the United States:

We, the Rotary Club of Richmond, Mo., meeting this 13th day of May 1957, do hereby resolve:

That the Pick-Sloan plan, under the direction of the United States engineers, offers a valuable improvement to the Missouri River Valley through the flood-protection and water-conservation features.

The reservoirs constructed and planned will offer economic, healthful, and recreational benefits far in excess of their cost.

We favor completion of Tuttle Creek and the starting of Milford, Perry, and Wilson Reservoirs as per the plans of the Corps of Engineers.

We feel that agricultural levees below Kansas City along the Missouri River are now in order and request appropriations for their construction in an orderly manner.

We believe that new starts on agricultural levees should be left to the discretion of the Corps of Engineers in order that no hardships would be placed on those joining those under construction.

The tenants and landowners of more than 55,000 acres of valley land in this county plus the interest of the business and professional citizenry of our area favor the features included in our endorsement.

THE RICHMOND ROTARY CLUB,
By V. M. WALLER, *President.*

RICHMOND, MO., *May 13, 1957.*

Congress of the United States:

As members of the Kiwanis Club, of Richmond, Mo., Ray County, request your consideration and assistance in obtaining appropriations for the orderly execution of the Pick-Sloan plan, under the Corps of Engineers.

We favor the completion of Tuttle Creek Dam.

We favor the starting of Wilson Dam on the Kansas River.

We believe the benefits derived from the reservoirs constructed and planned on the upper Missouri and Kansas Rivers will far exceed their cost.

We need agricultural levees below Kansas City along the Missouri River and seek your help in obtaining appropriations for their construction in an orderly manner. Also, we think new starts on these districts should be left to the discretion of the Corps of Engineers so that hardships will not be effected on areas adjoining those under construction.

We appreciate the attitude toward economy reflected by Congress during this session, but, in our opinion, money invested in these improvements will bring direct returns to the Federal, as well as State and local governments far exceeding their cost.

We need and appreciate your consideration.

Yours truly,

W. H. MACY, *Secretary.*

RESOLUTIONS OF THE SALINE COUNTY COURT, OF SALINE COUNTY, MO.

Adopted at the Saline County Courthouse, May 13, 1957

Whereas 55,000 acres of fertile valley lands in this county were flooded in 1951 and 1952 and a large and substantial acreage in many former floods occurring in 1903, 1909, 1915, 1927, 1935, 1942, 1943, 1944, and 1947; and

Whereas the direct agricultural and commercial losses sustained by the citizens of this county have amounted to many millions of dollars ($6 million in 1951 alone), we believe that such losses are unnecessary and can and should be prevented and that the obligation for the correction of the causes of such flood disasters are a direct obligation of the Federal Government, we emplore the Congress of the United States to assume its just responsibility for the alleviation of this reoccurrence of national tragedy; and

Whereas the mass of our citizenry desire efficient and economical government at all levels, we believe it expedient to reduce the Federal budget by materially reducing foreign economic aid and materially substituting therefor the development of our land and water resources which would most assuredly be a national capital asset; and

Whereas our river system properly controlled and developed by a series of dams and other auxiliary works, will protect and enhance the value of our homes, farms, and businesses and insure us an essential supply of water in times of drought; and

Whereas federally subsidized flood insurance is no substitute for flood protective works; insurance will not reduce actual flood losses; and

Whereas loss from bank erosion can and should be prevented by a systematic program of bank stabilization which will protect flood-control structures, aid navigation, industry, agriculture, and prevent the relocation of valuable public and private facilities; and

Whereas our county flood-control association, representing some 300 landowners, our Marshall Chamber of Commerce flood-control committee, representing several hundred members, and the board of supervisors of this county's 7 privately financed levy districts are familiar with the progress that has been made and the vital public necessity for its expedited continuance; and

Whereas, through the tireless efforts of many of the valley's most substantial citizens together with many public officials, we are now at a point where most of our Representatives, the 4 Senators of Missouri and Kansas, together with the State's 2 Governors, are moving forward together in the development of the Nation's greatest achievement:

Now, therefore, in order to prevent reoccurrence of the flood catastrophes recited above, and further develop our natural land and water resources into national capital assets, be it

Resolved, That the county court of Saline County, Mo., on behalf of the commercial, civic, and agricultural interests of this county unqualifyingly endorse

the purposes and activities of the Missouri River Flood Protective Association—Kansas City to Grand River, likewise the Mo-Arkansas Basins Flood Control and Conservation Association; and be it further

Resolved, That this body urgently requests that appropriations of Federal funds be approved by the Congress of the United States for the continued and orderly construction of flood-control projects now under construction, together with appropriations for the further planning of the completed program. We particularly implore the Congress for funds for the start of construction of the Wilson Dam in Kansas and planning money for the Milford and Perry Dams; and be it further

Resolved, That this public body implore the Congress for a substantial increase in the appropriations for the construction of agricultural levees below Kansas City, and that the funds be expended at the discretion of the Corps of Engineers rather than to be allocated to specific units; and be it further

Resolved, That, after endless discussion, serious and earnest consideration of the basin's problems, we urgently and unqualifyingly implore the Congress of the United States to expedite its own plan of flood control and basin development adopted in 1944; namely, the Pick-Sloan plan.

SALINE COUNTY COURT.
JOSEPH M. DAWES,
Presiding Judge.
FRANK EVANS,
Associate Judge, First District.
GEORGE W. WILSON,
Associate Judge, Second District.

I hereby certify that the foregoing is a true copy of the resolution adopted by the county court of Saline County, Mo., at their regular meeting May 13, 1957.

In testimony whereof I have hereunto set my hand and affixed the seal of the county court this the 13th day of May 1957.

[SEAL]

G. F. STEPHENS,
County Clerk.

STATEMENT SUBMITTED BY MARSHALL CHAMBER OF COMMERCE

Marshall, Mo., is the center of a lively industrial and agricultural trade area with a population of approximately 10,000. It is the county seat of Saline County, located on the Missouri Pacific and Gulf, Mobile & Ohio Railroads about 80 miles east of Kansas City, Mo., and 15 miles south of the Missouri River, in which the town and area have vital interest.

A major flood on the Missouri River, such as occurred in 1951 and 1952, represents a basin agricultural and industrial loss of approximately $1 billion. Subject floods cost agriculture on the Missouri River through Missouri a loss of $100 million; Saline County a loss of approximately $5 million. It cost our National Government a loss in property repairs to damaged property and in tax revenue many millions. It should be of public interest and deep concern to know there are no Federal- or State-financed levees from Kansas City to St. Louis, but there do exist many privately owned and privately financed levees which have cost the individual property owners many millions of dollars. The frequent destruction of this private property by federally owned and controlled water should most certainly be of public concern. Our members appreciate Federal assistance in the repair of flood-destroyed levees, but such a continued policy would appear to be only a temporary expedient that does not solve the problem permanently.

With the exception of the air we breathe, water is the material most vital to human life. At no time in history has water, its use and misuse, been so important to this Nation's future; America no longer can afford the luxury of floods and the unnecessary economic loss from drought. The abusive misuse of this Nation's most precious resource, water, is a reflection on our national intelligence. Drought is normal, as is a flood, but engineering science has proved that floods can be controlled and the droughts tempered by the control of water. Most of the water that falls on the land is wasted running to the sea; much of it can be saved by proper land use and by reservoirs, both large and small.

It should be of interest to know that this Nation's demand for water has increased 6 times since 1900, and it is estimated the present demand will double

in the next 20 years. Obviously, the Missouri River Basin's future depends on stored water. In the last 2 weeks of September this year stored water accounted for 99 percent of the flow of the Missouri River at Omaha and 96 percent of the flow at Kansas City. Without that stored water, industry would have stopped. In the fall of 1956 only 3 of the 14 major streams in Kansas maintained an uninterrupted flow, resulting in human suffering and the unnecessary expenditure of millions of dollars.

We hereby reaffirm our previous stand in opposition to Federal regional authority and the construction of steam-electric plants for the production of power by the agencies of the Federal Government, but we consider Federal hydroelectric power a part of the overall development of the comprehensive program for flood control and land development.

Recently, public-power interest in upstream States in the Missouri River Basin have been demanding priority on the use of stored water for the production of hydroelectric energy. This action is contrary to the original plan and intent of the Congress of the United States. We urge that the disbursement of impounded waters be equitably distributed to all of the various interests by the Missouri Basin Interagency Commission, who now so ably performs this duty. May it be remembered that there will be ample water for the mutual and equitable use of all when the coordinated comprehensive Pick-Sloan plan is completed.

We urge the Congress to appropriate sufficient funds to complete the plan in an orderly manner and at the earliest feasible date. We of the immediate area particularly urge the Appropriation Committees to appropriate sufficient planning funds for previously authorized Milford and Perry Reservoirs and construction funds for start on the Wilson Dam in the State of Kansas, together with budget request for the construction of agricultural levees below Kansas City to the mouth of the Grand, and that such levee funds be apportioned by the Corps of Engineers rather than be appropriated to specific unit projects.

MARSHALL CHAMBER OF COMMERCE,
FRANK FISHER, *President*.
W. M. HUSTON,
Chairman, Flood Control Committee.

STATEMENT SUBMITTED BY TETE SEAU BEND LEVEE DISTRICT AND VAN METER LEVEE DISTRICT

These two private levee districts are located on the main stem of the Missouri River in the north central part of Saline County, Mo.

The total cost, construction bonds, interest, and maintenance to maturity, represents a private investment of approximately $430,000 for the protection of 10,000 acres of land by some 50 landowners in the 2 districts.

The entire area of the two districts was inundated by the floods of 1951 and 1952 with losses to the owners and tenants of several hundred thousand dollars.

Seven floods in the Missouri River Basin in the past 15 years have cost the lives of more than 300 people and destroyed agricultural, industrial, public, and private property in an amount exceeding $2 billion.

In this same period of time, agricultural losses in Saline County's flood plain of 55,000 acres, together with business and commercial losses, approximated $14 million.

In the billion-dollar flood of 1951, 2,583 homes were destroyed in the Kaw and lower Missouri River Basins; 25,000 others were materially damaged and approximately 21,000 farms were serious affected. The American Red Cross records indicate 48,000 families were affected, of which that organization rendered assistance to more than 24,000 families.

Since the major streams of the Nation are owned and controlled by the Federal Government, it should also be a responsibility of the Federal Government to carry out flood-control measures on these rivers. The Congress of the United States is cognizant of this fact, and has had various of its agencies study and restudy problems of the valley for more than five decades. The results of the various studies materialized in the Flood Control Act of 1944, commonly referred to as the Pick-Sloan plan. This is the only plan previously and presently devised by our Federal Government, and this plan we commend and wholeheartedly endorse.

Our boards of supervisors have instructed us to particularly call to the attention of these committees the joint statement commending Federal participation

in flood-drought control projects made by the Governors of the States of Missouri and Kansas, which was executed this past April 16 in Kansas City. We trust other witnesses appearing will make this important document a part of the record of these hearings.

As vitally interested citizens, we would further call to the attention of these committees the Kerr bill, S. 1164, March 1957, which would permit recreation benefits to be used in computing benefit-cost ratios for water-resource projects.

Members of our group have read with interest a statement by Gordon R. Williams, professor of hydraulic engineering, Massachusetts Institute of Technology, as published in Engineering News-Record, April 12, 1956, entitled "How to Control Floods," from which we quote in part: "We know from Indian legends and even geological evidence that great floods occurred when the country was still in a primeval stage. * * * Both the engineers and conservationists are right in claiming benefits from their works, but both are reluctant to acknowledge the limitations of their art. Does the above discussion mean that conservationists can now rush in and save the day? The answer is definitely "No." Soil conservation, contour plowing, terracing, and reforestation are absolutely essential for the preservation of our lands, but their effectiveness in the control of major floods is very limited. * * * Water will find its way to the stream channels and eventually create floods that can only be controlled by engineering structures." This statement of Mr. Williams we commend.

In statements by our bodies in prior years we have said that soil-conservation practices are supplemental to but not a substitute for major flood-control reservoirs.

Our organizations regret the recent action by a certain upstream basin group demanding priority for impounded water. We urge the Congress to be cognizant of its own Flood Control Act of 1944 which was immediately followed by the creation of the Missouri Basin Interagency Commission in 1945, specifically created for the purpose of deciding such controversy. Let there be patience and understanding. We commend the actions and decisions of the Missouri Basin Interagency Commission since its inception.

Our group urges the National Congress to expedite the completion of projects under construction and insure immediate inauguration of works on dams not under construction but previously authorized. We refer particularly to Milford and Perry Dams in the Kaw Valley of Kansas which structures include important flood-control features.

Our group urges appropriations for the construction and completion of agricultural levees below Kansas City and to the mouth of the Grand.

We gratefully acknowledge the help given by our Government to rebuild levees and roads after recent floods, yet the creeping paralysis of future flood threats remain to give us constant and continued concern.

VAN METER LEVEE DISTRICT,
HENRY HAMILTON, *President.*
TETE SEAU BEND LEVEE DISTRICT,
W. M. HUSTON, *President.*

Mr. HULL. I have one other witness, Mr. John Wright of Richmond, Mo.

Mr. CANNON. Mr. Wright.

STATEMENT OF JOHN WRIGHT

Mr. WRIGHT. I am John Wright from Ray County, Mo.

Our resolutions have been turned in by Mr. Gill, but I would like to say I think we are on one of the greatest undeveloped streams left in the United States. We have a great potential, and all we are asking for is the original plan that was put in the budget.

Mr. CANNON. That is included in the budget this year?

Mr. WRIGHT. Yes. We are for the whole plan and concur with our Kansas neighbors.

Mr. CANNON. Thank you, Mr. Wright.

Mr. HULL. Thank you very much, Mr. Chairman.

Mr. SCRIVNER. On behalf of all who have appeared before the com-

mittee this morning, we want to express our appreciation for the great courtesy and consideration that has been accorded us.

In conclusion may I present Mr. Lew Paramore, executive director of the Missouri-Arkansas Basins Flood Control and Conservation Association, commonly known as Mo.-Ark.

Mr. CANNON. Mr. Paramore.

STATEMENT OF LEW PARAMORE

Mr. PARAMORE. I have some resolutions I would like to file with the committee. One is a resolution of the K–32 Area Development Association; and one is a resolution of the Kansas City, Kans., Chamber of Commerce.

Mr. CANNON. They will be included at this point.

(The resolutions referred to are as follows:)

K–32 AREA DEVELOPMENT ASSOCIATION RESOLUTION

Whereas the area represented by our association was subjected to terrrific financial loss resulting from the 1951 flood, and,

Whereas the water development of our area is dependent upon the development of proper water-control projects in the Kansas River Basin, and,

Whereas the Army Corps of Engineers have recommended, and the Congress of the United States has authorized the upstream reservoirs namely: the Tuttle Creek, Wilson, Milford and Perry: Now therefore, be it

Resolved, That our association hereby go on record as urging Congress of the United States to make available funds to continue the construction of the Tuttle Creek Reservoir and to commence construction of the Wilson, Milford and Perry Reservoirs at the earliest possible date; be it further

Resolved, That copies of this resolution be presented before proper congressional committees in Washington, D. C.

LLOYD HINTON,
President, K–32 Area Development Association
JOHN WILKERSON, *Secretary.*

Adopted this 9th day of May 1957.

RESOLUTION

Whereas, through the occurrence of devasting floods followed by a period of extreme drought, the processes of nature have in very recent years conclusively demonstrated to the people of Kansas and Missouri the imperative necessity for the control and conservation of water resources in order that water may be available when needed for beneficial uses and not wasted through destructive and catastrophic flood; and

Whereas the control of major floods and the impounding of water sufficient to meet the ever-increasing demands or needs of agriculture, industry and urban uses in our great river valleys can only be accomplished by the completion of the comprehensive plans for water conservation and flood control which have been authorized by Congress and will be proposed by Federal and State agencies for future authorization; and

Whereas the completion and carrying out of these plans so vitally important to the welfare and prosperity of the entire area has been delayed by misunderstanding and lack of appreciation of their character, purposes and their potential benefits; and

Whereas the future economic growth and development of the area served by our chamber of commerce is largely dependent upon the orderly completion of the flood-control and water-conservation projects recommended by the Army Corps of Engineers for the Kansas River Basin; and

Whereas it is our belief that the important water control projects in this area should be considered capital investments by the Federal Government rather than expenditures: Now, therefore, be it

Resolved, That the Kansas City, Kans., Chamber of Commerce hereby go on record again endorsing the program recommended by the United States Corps of Army Engineers and urgently urge the Congress of the United States to make available funds in sufficient amount in order that these projects can be completed at the earliest possible date, thereby making it possible for the citizens of this area to enjoy the benefits to be obtained with their completion; be it further

Resolved, That copies of this resolution be presented to the members of the Senate Appropriations Committee and the House Appropriations Committee in Washington, D. C.

CARL ANDERSON,
President, Kansas City, Kans., Chamber of Commerce.
ELLSWORTH GREEN, Jr.,
Executive Manager, Kansas City, Kans., Chamber of Commerce.

Adopted this 25th day of April 1957.

Mr. PARAMORE. I would also like to file a copy of resolution adopted by our association last September.

Mr. CANNON. They will be included in the record at this point.

(The resolutions referred to are as follows:)

RESOLUTIONS ADOPTED BY MO-ARK AT KANSAS CITY MEETING, SEPTEMBER 14 AND 15, 1956

Whereas through the occurrence of devastating floods followed by a period of extreme drought, the processes of nature have in very recent years conclusively demonstrated to the people of Kansas and Missouri the imperative necessity for the control and conservation of water resources in order that water may be available when needed for beneficial uses and not wasted through destructive and catastrophic flood; and

Whereas the control of major floods and the impounding of water sufficient to meet the ever-increasing demands or needs of agriculture, industry, and urban life in our great river valleys can only be accomplished by the completion of the comprehensive plans for water conservation and flood control which have been authorized by Congress and will be proposed by Federal and State agencies for future authorization; and

Whereas, the completion and carrying out of these plans so vitally important to the welfare and prosperity of the entire area has been delayed by misunderstanding and lack of appreciation of their character, purposes, and their potential benefits: Now, therefore, be it

Resolved, (1) That we of the Mo-Ark Basins Association strongly urge Congress to make available Federal appropriations not only to carry out the orderly and prompt completion of the flood control and water conservation projects already authorized by Congress in the entire Missouri and Arkansas River Basins, but also to promptly make available funds to the Kansas City and Tulsa districts of the Corps of Army Engineers, the Bureau of Reclamation, and the Department of Agriculture for the early completion of plans for the additional projects necessary in order to bring into reality the full potential benefits, feasible from an engineering and economic standpoint, of flood control, irrigation, domestic, municipal, recreational, and industrial water supplies in this area; and

(2) That we urge the Federal agencies charged by Congress with the responsibility of developing and completing the overall comprehensive plan to design projects so as to return the maximum benefits therefrom and that wherever it is engineeringly feasible and economically sound, the size of impounding reservoirs be increased in order that they will in the future provide the necessary protection from floods and the maximum conservation storage in order to alleviate water shortage in times of drought; and be it further

Resolved, (3) That we, as members of the Mo-Ark Basins Association do everything in our power to dispel any misunderstanding of the programs advanced and to promote a wider knowledge and appreciation of the tremendously important beneficial effects that would follow their completion in this area as has been the case in other areas, and that we in so doing request the official agencies and legislative committees of Kansas and Missouri to give their full cooperation to the respective Federal agencies involved in the work in order that a unified support may be developed so that these benefits may inure to the people of this region as soon as possible; and be it further

Resolved, (4) That adequate funds be provided to continue bank stabilization studies in the Kansas River Basin, and that appropriations be authorized for the systematic completion of the bank stabilization and channel improvement works on the Missouri River, and that sufficient appropriations be made for the orderly construction of agricultural levees on the Missouri River and its tributaries; and be it further

Resolved, That these resolutions should not close without the expressed commendation of the members of this association for the work being done by soil conservation districts, the State extension services and the Soil Conservation of the United States Department of Agriculture which constitute and provide for the development of sound and necessary soil and water management practices on uplands and along smaller streams as supplementary to, although not a substitute for, large impounding reservoirs essential to flood control and water conservation in the lower river valleys.

WILLIAM G. CALVERT,
President.
LEW PARAMORE,
Executive Director.

Mr. PARAMORE. I have submitted a copy of my statement, and I would like to comment about 30 seconds.

Mr. CANNON. We will be glad to hear you.

Mr. PARAMORE. Our statement includes on its final page those items that have been recommended by our executive board that are included in the budget. In addition, we have listed some items that we would like the committee, if possible, to give favorable consideration to that would be planning money for some new starts that some of our people feel could be justified in the orderly development of the whole program.

Mr. CANNON. They are collateral to the projects included in the budget this year?

Mr. PARAMORE. Yes. We wholeheartedly endorse the items in the budget, and we respectfully request the committee to consider these projects as capital investments rather than expenditures, for several reasons.

One reason is, the tremendous loss in income taxes as a result of the 1951 flood; secondly, the terrific expense of the Government in rebuilding the works already established; and further, some of these projects, when completed, might prevent further drought-relief expenditures by the Government.

In conclusion, on behalf of the Missouri-Arkansas Basins Flood Control and Conservation Association, I wish to thank the committee for its patience and courtesy, and we certainly appreciate the privilege of having an opportunity to present such a large group and delegation to you.

Mr. CANNON. Thank you, Mr. Paramore, and your statement will be made a part of the record at this point.

(The statement referred to is as follows:)

STATEMENT PRESENTED BY MO-ARK

My name is Lew Paramore. I am executive director of the Missouri-Arkansas Basins Flood Control and Conservation Association. This organization is a voluntary, nonprofit association incorporated under the laws of Kansas. Its principal objectives are the promotion of adequate flood protection and the conservation of the land and water resources within the association's area. The area consists of the Missouri Basin and that portion of the Arkansas Basin in Kansas.

The association had its beginning as a result of the disastrous 1951 flood in which this area suffered approximately a billion dollars financial loss. Since

then, the droughts of 1952 through 1956 have also stressed the great importance of its objectives insofar as the conservation of water is concerned.

This association is composed of 19 local associations or districts in Kansas, Missouri, and Iowa. Their individual membership exceeds 10,000. Each of these local associations elect two members to the executive board, which establishes the policies of Mo-Ark. Our organization, with the approval of the executive board, supports the requests of our local affiliated associations for appropriations for flood control and water conservation projects in the amounts listed on the final page of this statement. After thorough investigation and careful study, these requests have been recommended by our local affiliated associations and endorsed by our executive board. We, therefore, urge that your committee give favorable consideration to these appropriations in order to carry out the orderly and prompt completion of the flood control and water conservation projects already authorized by Congress in the Missouri and Arkansas River Basins.

In the 1957 session of the Kansas Legislature recently adjourned, both the senate and the house passed, by an overwhelming majority, Senate Concurrent Resolution 11, petitioning the Congress of the United States to take appropriate action to assure the continuance of surveys and planning and cooperation in the construction of projects in the State of Kansas that are vital and necessary to the conservation of soil and water by the Bureau of Reclamation, the United States Department of Agriculture, and the Corps of Engineers.

More recently, Gov. James T. Blair, of Missouri, and Gov. George Docking, of Kansas, signed a joint statement requesting that appropriations be made by the current Congress sufficient to permit orderly and economic construction to commence and proceed on all authorized Federal flood-drought-control projects approved by the Bureau of Reclamation or the Corps of Army Engineers in the States of Missouri and Kansas. A copy of Senate Concurrent Resolution 11 and the joint statement of the Governors of Missouri and Kansas will be filed with the committee.

Our organization recognizes the tremendous pressure your committee is under in order to reduce the President's recommended budget for the fiscal year 1958. We urge you to consider these projects, not as expenditures but as capital investments. I am sure you are well aware of the tremendous loss to the Federal Government from taxes due to the 1951 flood. You are also aware of the tremendous expenditures of the Federal Government in the disaster program and the rebuilding of flood-protection works after the 1951 flood. It is our opinion that many of these projects, when completed, will help to prevent future drought-relief expenditures.

We want to call your attention to the fact that when the President's recommended budget for the fiscal year 1958 was prepared, the final report of the joint study being conducted by the Army engineers and the Kansas Water Resources Board on the Milford and Perry Reservoirs had not been released. Since that time, we are informed that the restudy of these two projects has been completed, and they have been endorsed and recommended by both agencies as essential and necessary projects in the Kanssa River Basin, not only for their flood protection benefits but also for their contribution toward drought relief through the storing of water in periods of excess rainfall to be released in drought years.

Our organization endorses and recommends that this committee approve the items included in the President's recommended budget for the fiscal year 1958. We also recommend that you give serious consideration to including planning money for Marion Reservoir in the Arkansas River Basin; for the Kasinger Bluffs and Fort Scott Reservoirs in the Marais des Cygnes-Osage Basin; and the Milford and Perry Reservoirs in the Kansas River Basin; as well as planning money for the local protection works for the city of Lawrence, Kans.

On behalf of the officers, board of directors, and members of our organization I wish to express our appreciation to this committee for their courtesies and favorable considerations extended representatives of Mo-Ark at previous hearings. We sincerely urge your committee to consider favorably the requests of our organization for the fiscal year 1958. These requests are itemized on the following page.

Respectfully submitted.

LEW PARAMORE, *Executive Director.*

Appropriation requests presented by Mo.-Ark.

Missouri River Basin	Amount included in President's recommended budget for fiscal year 1958	Requested appropriations not included in President's recommended budget for fiscal year 1958
Kansas River projects:		
Wilson Reservoir	[1] 50,000	
Salina	[2] 500,000	
Abilene	[2] 400,000	
Milford Reservoir		[1] 100,000
Tuttle Creek Reservoir	[2] 11,000,000	
Topeka	[2] 1,500,000	
Perry Reservoir		[1] 100,000
Lawrence, Kans		[1] 35,000
Marais Des Cygnes and Osage projects in Kansas and Missouri:		
Pomona Reservoir	[2] 145,000	
Ottawa	[2] 500,000	
Fort Scott Reservoir		[1] 50,000
Pomme de Terre Reservoir	2,000,000	
Kasinger Bluffs Reservoir		[1] 100,000
Missouri River projects:		
Missouri River-Rulo to mouth (channel improvement)	6,000,000	
Agricultural levees (Sioux City to St. Louis)	3,300,000	
Iowa: Rathbun	100,000	
Arkansas River projects:		
Marion Reservoir		[1] 100,000
Council Grove Reservoir	125,000	
Elk City Reservoir	[2] 85,000	
Strawn Reservoir	[1] 125,000	
Toronto Reservoir	[2] 4,700,000	
Total	30,530,000	485,000

[1] Planning.
[2] Construction.

Mr. SCRIVNER. That concludes our presentation. We all appreciate your courtesy and the opportunity of appearing before you.

Mr. CANNON. We appreciate your being with us.

WICHITA FLOOD CONTROL PROJECT

Mr. CANNON. Without objection at the request of Representative Wint Smith several telegrams regarding the Wichita flood control project will be inserted in the record at this point.

(The telegrams are as follows:)

WICHITA, KANS., *May 17, 1957*

WILLIAM SALOME,
Mayflower Hotel, Washington, D. C.:

DEAR BILL: The flood we are having now in Wichita with the tremendous property damage should be reason enough to hurry to completion our flood control project which was started almost 10 years ago. I wish you best luck before the appropriations committee tomorrow.

JAMES L. GARDNER,
City Commissioner, Wichita, Kans.

WICHITA, KANS., *May 17, 1957.*

WILLIAM SALOME,
Mayflower Hotel, Washington, D. C.

DEAR BILL: Please call to the attention of the appropriations committee the extreme urgency of the flood situation in Wichita and the many delays that have been occasioned in the Wichita Valley center flood control project by inadequate appropriations.

GEORGE DOCKING,
Governor, State of Kansas.

TOPEKA, KANS., *May 17, 1957.*

WILLIAM C. SALOME,
Mayflower Hotel, Washington, D. C.

Widespread sections of Kansas are under threat of flood tonight. Overflow of Little Arkansas River in north Wichita is expected to equal that of 1944, 1945 and 1951. Marais des Cygnes Valley will be in flood from Osawatomie north, with three-foot overflow expected at Ottawa. Arkansas River is expected to be out of banks from Hutchinson. South Solomon River will flood from Beloit to mouth. Salina will be out of banks from north of Wilson to mouth. Smoky Hill expected to flood from Salina to Enterprise. Several highways are closed because of high water. All streams south of the Kansas River in eastern and southeastern Kansas are at or near flood stage. National Guard highway patrol and Army and Air Force units have been alerted to flood dangers. Please present this information to proper Congressional committees.

GEORGE DOCKING,
Governor.

WICHITA, KANS., *May 17, 1957.*

WILLIAM SALOME,
Mayflower Hotel, Washington, D. C.

Appreciate the fact that you are in Washington as Governor Docking's representative in the interest of all Kansas. Here in Wichita National Guard has been alerted a few hours ago in readiness to evacuate people in danger. Expect crest of rivers by morning possibly as high as it was in 1944. As a former mayor of our city you will be acquainted with our needs.

E. E. BAIRD,
Mayor, Wichita, Kans.

THURSDAY, MAY 16, 1957.

BANK STABILIZATION ON THE MISSOURI RIVER FROM KANSAS CITY TO MOUTH OF THE MISSOURI RIVER

WITNESSES

HON. RICHARD BOLLING, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF MISSOURI
CHARLES T. DANIELS, PRESIDENT OF THE KANSAS-MISSOURI COUNCIL OF THE MISSISSIPPI VALLEY ASSOCIATION
LLOYD L. LEONARD, VICE PRESIDENT OF SIOUX CITY & NEW ORLEANS BARGE LINES, INC.
BRUCE COTTIER, SECRETARY, BARTLETT & CO., KANSAS CITY, MO.
W. M. BORING, GENERAL TRAFFIC MANAGER, VENDO CO.
JAMES L. PARMELEE, VICE CHAIRMAN OF THE RIVER DEVELOPMENT AND FLOOD CONTROL COMMITTEE OF THE OMAHA CHAMBER OF COMMERCE; ACCOMPANIED BY ALVA C. SCONCE AND GEORGE W. PRATT

Mr. CANNON. The committee will come to order.

Congressman Bolling.

Mr. BOLLING. Mr. Chairman, this group will be very brief. Both Senator Symington and Senator Hennings had hoped to be here.

Mr. CANNON. Will you express our regrets to Senator Symington and Senator Hennings, and I appreciate the fact that they have sent a better man.

Mr. BOLLING. Thank you, Mr. Chairman. We are having trouble in my section in Missouri, and my impression is in many sections of Missouri we are having very significant trouble.

In my town of Kansas City we have lost 30,000 jobs or more in the last few years.

We feel it is very important to us in the city that we get the advantage of having a stable channel from Kansas City to the mouth of the Missouri River. That is the primary purpose of the appearance of the gentlemen today. I cannot urge you too strongly to give favorable consideration to what they have to say.

We are in trouble, and this particular project could help us a great deal.

The first witness is Mr. Charles T. Daniels, president of the Kansas-Missouri council of the Mississippi Valley Association.

Mr. CANNON. Mr. Daniels, you may proceed.

STATEMENT OF CHARLES T. DANIELS

Mr. DANIELS. Mr. Chairman, for the sake of brevity I would like to file a statement and make a few remarks.

Mr. CANNON. Your statement will be filed in the proceedings.

Mr. DANIELS. First, our organization endorses the overall Pick-Sloan program for the entire Missouri River Basin. Particularly, we are appearing on behalf of bank stabilization on the Missouri River, Kansas City to the mouth.

We want to thank and commend a wise Congress for appropriating funds in the past that have built the big dams and other structures on the Missouri River that have given us our present 6-foot channel. However, we are still a branch line. We are in competition with the Ohio and Mississippi Rivers. Most barge operators do not want to come on the Missouri because they cannot load their barges deep enough to obtain a good payload. Rates are cheaper on the Mississippi and Ohio because bargeloads are much larger. The same barge that carries 1,000 tons on the Missouri carries 1,500 tons on the Mississippi and Ohio.

Large industries have a habit of following waterways because they require a low transportation cost and river navigation will provide lower freight rates. Our valley is not industrialized, as you know. We want to see it industrialized to Fort Randall Dam.

Mr. Bolling has told you we have lost a lot of jobs in Kansas City. He is not exaggerating.

Mr. CANNON. Off the record.

(Discussion off the record.)

Mr. DANIELS. We think large industries go where cheap transportation costs are available, and barge transportation is the cheapest transportation. If we have a 9-foot channel we will be better able to attract new industry in our area. Right now there is a substantial amount of commerce that is moving on the Missouri River. Phosphate fertilizer from Florida will probably start coming in soon in large tonnages. This should reduce fertilizer prices to farmers. Today we are moving blackstrap molasses in quantity. There is steel from Pittsburgh and Chicago and there is considerable grain coming in. We could have more if we had a 9-foot channel.

We ask that you give consideration to a $6 million appropriation for the coming year for bank stabilization on the Missouri River from

Kansas City to the mouth. We know that is more than the budget request, but for many years we were lagging in appropriations for bank stabilization from Kansas City to the mouth. We think it would be economy to complete this project in 3 years. We are asking for $6 million for the coming year.

Mr. CANNON. Do you have an item in the budget for that amount?

Mr. DANIELS. The amount in the budget is $4 million. We are asking for $6 million for this year and for the 2 succeeding years.

The 9-foot channel is about 86 percent completed, but we are a branch line until it is fully completed.

So, gentlemen, in conclusion I just want to say that I would also like the opportunity at a subsequent date to file a statement with the committee for Mayor Bartle, of Kansas City. It did not arrive in time to be submitted today.

Mr. CANNON. Thank you very much, Mr. Daniels. Your statement will be included in the record at this point, and the transcript will come to you and you can make such revision as you wish.

(The statement referred to is as follows:)

STATEMENT OF CHARLES T. DANIELS, PRESIDENT OF THE KANSAS-MISSOURI COUNCIL OF THE MISSISSIPPI VALLEY ASSOCIATION, RE BANK STABILIZATION—MISSOURI RIVER—KANSAS CITY TO THE MOUTH

Gentlemen, I am Charles T. Daniels, president of Kansas-Missouri council of the Mississippi Valley Association.

The people of our area are very much interested in river navigation. We are thankful that a wise Congress has appropriated funds in the past that have built the big dams and other structures on the Missouri River that have given us our present 6-foot channel. However, we are still a branch line. Practically all of the other rivers have a 9-foot channel. Most barge operators do not want to come on the Missouri because they cannot load their barges deep enough to obtain a good payload. Rates are cheaper on the Mississippi and Ohio because bargeloads are much larger. We feel that with the early completion of a 9-foot channel that large new industries will locate in the Missouri Valley. Large industries require a low transportation cost. River navigation will provide lower freight rates. Our river traffic is just getting well started. Phosphate fertilizer from Florida will probably start coming in here soon in large tonnages. This should reduce fertilizer prices to farmers. Wheat, corn, other grains, molasses for cattle feed, petroleum, steel products, and sugar now move in quantity.

At present, our channel, Kansas City to the mouth, is over 80 percent completed. It is wasteful to drag out this completion over too long a period of time. We ask that you appropriate $6 million per year, which will give 3-year completion. Then our valley really can blossom and grow. The other rivers have a 9-foot or deeper channel. Please give us the same competitive advantages as cities such as Minneapolis, Muscatine, St. Louis, Louisville, Cincinnati, Pittsburgh, Peoria, and many others have.

Also, we ask that you appropriate $11,300,000 as recommended by the Bureau of the Budget for bank stabilization from Kensler's Bend to Kansas City. Also, we endorse all the flood-control and reservoir projects in the States of Kansas and Missouri. We endorse the entire Pick-Sloan program for the Missouri River. Also, we endorse the agricultural levee program for $3,300,000 for Iowa, Nebraska, Kansas, and Missouri.

Thank you very much gentlemen for the opportunity of appearing before you.

Mr. BOLLING. I would like now to introduce Mr. Lloyd L. Leonard, vice president of Sioux City & New Orleans Barge Lines, Inc.

Mr. CANNON. Mr. Leonard.

STATEMENT OF LLOYD L. LEONARD

Mr. LEONARD. Mr. Chairman, I have a prepared statement I would like to offer for the record.

We are urging that the 9-foot channel be completed quickly. The estimates are that $18 million is needed to do that job from Kansas City to the mouth. Therefore, it would take $6 million a year for 3 years to get the job done and wind it up.

We in the barge-line business consider the Missouri River to be somewhat like a fine superhighway, and every so often you come to a mudhole that is darn near impassable. It is these places that need correction in order to get the job done.

It seems logical to us that the way to improve the river is from the mouth up. At present the traffic volume is to and from Kansas City, and for the next few years it appears to me it will continue that way. Any traffic beyond or north of Kansas City has to traverse the stretch between Kansas City and the mouth. Therefore, between Kansas City and the mouth we are operating our longest and heaviest tonnage. We are convinced that completion of the 9-foot channel project will be an important contribution to the industrial growth of the area.

Mr. CANNON. Thank you, Mr. Leonard. Your statement will be included in the record at this point.

(The statement referred to is as follows:)

My name is Lloyd L. Leonard and I am vice president of Sioux City & New Orleans Barge Lines, Inc., 1 of the 2 common carrier lines operating on the Missouri River. Sioux City & New Orleans Barge Lines started service on the Missouri River in May 1954 after lengthy hearings before the Interstate Commerce Commission proving public convenience and necessity.

We urge that the 9-foot channel be completed from the mouth to Kansas City in 3 years and that the 9-foot channel to Sioux City be completed as soon as reasonably possible.

The Missouri River from its mouth to Kansas City is like a fine express highway which has a few uncompleted stretches that are almost impassable. For the most part, about 86 percent of the distance, the river channel is wide enough and deep enough for efficient and economical navigation but too often we come to a short stretch that can be likened to a mudhole in the middle of an otherwise excellent highway. The Corps of Engineers to relieve the situation finds it necessary to resort to temporary measures such as dredging or erecting an inadequate number of structures to alleviate the immediate problem. What is needed is permanent installation of all necessary works to correct these troublesome, shallow, narrow, or crooked places. The engineers know where these bad places are and they have the plans and the know-how to correct, but they lack sufficient funds.

During 1956 navigation season our line had 23 major groundings on the Missouri River due to insufficient depth, or width, or both, and our tows scraped bottom countless times. We figure that we had a loss of 20 percent of our total boat operating hours on the Missouri River because of these groundings, and other time lost, because of poor channel conditions. Other barge lines had similar and worse experiences.

One type of barge used by this line on the Missouri River has cargo-carrying capacity of 1,000 tons on the Missouri River 6-foot channel, but this same barge will carry 1,500 tons on the Mississippi River 9-foot channel. This means that at best the barge is loaded to only two-thirds of capacity on Missouri River and necessitates moving a shipment of steel all the way from Pittsburgh, Pa., to Kansas City or a shipment of grain from Kansas City to New Orleans with the barge loaded at the 6-foot draft required for Missouri River. Obviously this reduced carrying capacity and high operating cost have to be reflected in the rates. To illustrate: The rate on grain from Kansas City to New Orleans is 3.17 mills per ton per mile, whereas the rate from St. Louis to New Orleans is 2.75 mills per ton per mile.

Our experience on the Missouri River, 1954 to 1957, from strictly a navigation standpoint, does not show that there has been much improvement in the actual navigability of the river in that period, although much improvement work has been done each year. We need desperately the rapid completion of the 9-foot channel project in order to realize the benefit of all the work done to date.

Long forecast to serve the Midwest as the Mississippi and Ohio Rivers have served the East and South, to date only a fraction of the Missouri River traffic

potential has been realized. Last year's Missouri River tonnage was 312,000 tons as compared with 46,000 tons in 1952. But we are a long way from the 71 million tons handled on the Ohio River in 1955 and the 94 million tons on the Mississippi River.

In the other river valleys of America, industrial and economic growth is snowballing. The Missouri Valley will grow, too. Completion of the 9-foot channel project will be a chief contribution to industrial expansion and will place our agricultural products in better position to compete in world markets.

Mr. BOLLING. I would like to point out that the barge line for which Mr. Leonard spoke operates only on the Missouri.

Mr. CANNON. How long has it been in operation?

Mr. LEONARD. Since 1954. At that time we proved convenience and necessity before the Interstate Commerce Commission.

Mr. CANNON. Is your tonnage increasing?

Mr. LEONARD. Yes. In 1952 the total tonnage was 42,000 tons. In 1956 it was 311,000 tons.

Mr. CANNON. You are speaking of the tonnage of your particular line or all tonnage?

Mr. LEONARD. That is the total tonnage for our line and our competitor, the Federal Barge Line. 1955 was larger than 1956.

Mr. CANNON. You handle heavy materials?

Mr. LEONARD. Yes, steel and grain; Kansas wheat mainly.

Mr. CANNON. Thank you.

Mr. BOLLING. The next witness is Mr. Bruce Cottier, secretary, Bartlett & Co., Kansas City, Mo.

Mr. CANNON. We will be glad to hear you, Mr. Cottier.

STATEMENT OF BRUCE COTTIER

Mr. COTTIER. I have a statement I would like to file, and I would like to point out three things:

First, that one of the largest potential beneficiaries in connection with the navigation features of the Missouri Basin development program is the Federal Government itself. Great savings in transportation costs will accrue directly to the Federal Treasury in the water movement part of the great surplus stocks of grain which are now owned and stored by the Government in the Missouri Valley.

Secondly, I would like to point out that we in Kansas City and the Missouri Valley are aware of the vast implications of the St. Lawrence seaway which will create an even greater demand for the uses of our inland waterways system. Rapid strides are being made by Great Lakes cities in the development of their port facilities to make use of this new route to the markets of the world. It would be most unfortunate if the completion of the 9-foot channel on the Missouri lagged behind the completion of this great seaway and its attendant facilities.

Mr. CANNON. Your connection with the St. Lawrence seaway would be through the gulf?

Mr. COTTIER. No, through the Missouri River up the Illinois River to Chicago.

Next and last, a 9-foot channel between Kansas City and the mouth of the Missouri is a must. We can only load our barges to 6 feet. Constantly we are asking the barge lines to go above the 6 feet. We can load 9, 10, or 12 feet, but we are unable to fill the barge only to two-thirds capacity.

From a hardheaded business standpoint, it seems there are sound and valid reasons for completing a job that is 86 percent completed, the benefits of which would result in great savings to our area.

Mr. CANNON. Thank you, Mr. Cottier. Your statement will be included in the record at this point.

(The statement referred to is as follows:)

STATEMENT OF BRUCE COTTIER, SECRETARY, BARTLETT & CO., KANSAS CITY, MO.

Mr. Chairman and members of the committee, my name is Bruce Cottier and I am secretary of Bartlett & Co. of Kansas City, Mo. Our company is a grain firm operating country elevators in several States tributary to the Missouri River and terminal elevators in Kansas City and St. Joseph, Mo., Nebraska City, Nebr., and Sioux City, Iowa. We are one of a number of firms engaged in the buying, storing, and selling of grains which are produced in the surplus area of the great Missouri Valley. The market into which these farm products move depends largely upon the transportation costs involved. Normally the movement of grain from this originating territory is into the East and the South for domestic consumption and also for export. Most of this great market area can be serviced by our waterways system with much of the resultant saving being reflected back to the producer.

Our river transportation has made rapid growth during the past several years but the Missouri River is still an incomplete transportation artery with a rate structure higher than elsewhere on the inland waterways system. This condition exists because the channel on the Missouri can be maintained only at a 6-foot depth. Barges which would normally be loaded to a 9-foot depth can only be loaded to 6 feet, thus cutting their carrying capacity by one-third. Thus the barge lines operating on the Missouri River must give less efficient service to the Missouri Basin than they are able to provide elsewhere.

The 9-foot channel between Kansas City and the mouth of the Missouri is already more than 85 percent completed. There remain only a few major places where work must be done. Although a large percentage of the cost of making the Missouri River a first class artery of transportation has already been spent, the advantages cannot be realized by the area until the relatively minor balance is spent. From a hardheaded business standpoint there is sound and valid reason for completing the job and helping this whole area to effect the savings which a dependable navigable channel will permit.

We in Kansas City and the Missouri Valley are aware of the vast implications of the St. Lawrence seaway which will create an even greater demand for the uses of our inland waterways system. Rapid strides are being made by Great Lakes cities in the development of their port facilities to make use of this new route to the markets of the world. It would be most unfortunate if the completion of the 9-foot channel on the Missouri lagged behind the completion of this great seaway and its attendant facilities.

Our firm operates in several cities on the Missouri River, the furthest upstream being Sioux City, Iowa, present theoretical head of navigation. We therefore are vitally interested in the completion of the bank stabilization project throughout the river's navigable reaches. We therefore urge Congress to appropriate the full amount of the President's budget recommendation for work above Kansas City.

However, we also believe that particular emphasis should be placed upon that stretch of the river between Kansas City and the mouth. With a 9-foot channel established to Kansas City additional barge operators will see the Missouri as an attractive place to do business. Companies presently engaged in serving the Missouri will be able to give better, more frequent and more dependable service. Use of the river will increase, tonnages will climb, rates will be reduced, new users will be attracted to river transportation with its inherent advantages in moving heavy, bulky commodities. This increased use will move progressively farther and farther upstream.

It is important to realize, however, that this progressive growth throughout the length of the river is to a large extent dependent upon first making the lower reach, where substantial tonnages are already available, a dependable river with 9-foot depths continuously available during the navigation season.

We therefore urge this committee to appropriate adequate funds to complete the job in a reasonable time. At the rate proposed in the President's budget, this cannot be done. Four million dollars in fiscal 1958 will not permit efficient

prosecution of several major projects in this reach of the river. A minimum of $6 million is needed. Anything less than that will only result in false economy by delaying for several years the time at which the residents of the Missouri Basin could have dependable water transportation and the savings therefrom.

There is one more point which I should like to make in connection with the navigation features of the Missouri Basin development program. One of the largest potential beneficiaries is the Federal Government itself. Great savings in transportation costs will accrue directly to the Federal Treasury in the water movement part of the great surplus stocks of grain which are now owned and stored by the Government in the Missouri Valley.

I should like also to reiterate the position of our company—and in fact the position of the business leadership in Kansas City—by mentioning several other phases of the Missouri River development program which we strongly endorse.

We urge the speedy completion of the remaining flood control projects in the valley, particularly in the Kansas River Basin. We urge that adequate funds be provided to complete the Oahe Dam in South Dakota. The protection of the 1½ million acres of bottomland by agricultural levees is highly important and fortunately can proceed simultaneously with the bank stabilization program.

Thank you very much for the privilege of appearing before your committee.

Mr. BOLLING. The next witness is Mr. W. M. Boring, general traffic manager of the Vendo Co.

Mr. CANNON. Mr. Boring.

STATEMENT OF W. M. BORING

Mr. BORING. Mr. Chairman, for the sake of brevity I will file my statement, and I would like to concur with the statement of Mr. Daniels and the other witnesses preceding me.

We are especially interested in bank stabilization from Kansas City to the mouth.

Mr. CANNON. Thank you, Mr. Boring. Your statement will be included in the record.

(The statement referred to is as follows:)

STATEMENT OF W. M. BORING, GENERAL TRAFFIC MANAGER OF THE VENDO CO., IN RE BANK STABILIZATION, MISSOURI RIVER, KANSAS CITY TO THE MOUTH

My name is W. M. Boring, general traffic manager of the Vendo Co., member of the executive committee of the Kansas-Missouri council of the Mississippi Valley Association and president of the Transportation Club of Kansas City, Mo. The Vendo Co. is the world's largest manufacturer and distributor of beverage vending machines, dairy, and other type of food vending equipment. These items are shipped from Kansas City, Mo., to every State in the Union and many foreign countries.

Steel is the basic material used in the manufacture of our products. This product is purchased from eastern steel mills near Pittsburgh and forwarded to Kansas City by barge, rail, and truck. For this purpose our company consumes about 25,000 tons of steel per annum. In order to take advantage of the most economical transportation charges, whenever possible, these shipments are moved by barge down the Ohio River, thence up the Mississippi River to St. Louis, thence up the Missouri River to Kansas City. Due to the present shallow 6-foot channel on the Missouri River, it is necessary to load all Kansas City destined barges light at point of origin in order to navigate the St. Louis-to-Kansas City portion. A much more economical transportation situation would prevail if a 9-foot channel existed from Kansas City to St. Louis by virtue of heavier loading of the barges at point of origin. Also, due to the present short water supply on the Missouri River Basin, the 6-foot channel as referred to is available only a short portion of the year. As a result, industries on the Missouri River are discriminated against by such cities as Minneapolis, Muscatine, St. Louis, Louisville, Cincinnati, Pittsburgh, Peoria, and many others who have a greater competitive advantage due to more adequate water transportation.

The disadvantage of our industry is merely typical of many other industries in the same territory. Alleviation of this situation by proper allocations to complete the 9-foot channel from Kansas City to the mouth of the Missouri

River, which at the present time is over 80 percent completed, would permit passing of our various transportation savings to our customers and the public by reduction of the prices of our commodities. This would permit greater industrial development in our area which, at the present time, has ample room and resources for growth and expansion, thereby enhancing the overall economy of the Nation. Our Kansas City area is also in dire need of a greater flood protection program as was evidenced by our sad experiences during the devastating floods of 1951. Other areas of both Kansas and Missouri are in great need of flood control and reservoir projects in order to preserve and maintain an efficient economy for our great agricultural industry.

We would like to herewith go on record as vigorously supporting and earnestly soliciting your influence in effecting the minimum allocations for the following projects:

1. The allocation of $6 million per year for the next 3 years in the completion of a 9-foot channel in the Missouri River from Kansas City to St. Louis.
2. The appropriation of $11,300 as recommended by the Bureau of the Budget for bank stabilization from Kensler's Bend to Kansas City.
3. Allocation of $3,300,000 for the agricultural levee program for the States of Iowa, Nebraska, Kansas, and Missouri.
4. We heartily endorse all other flood and reservoir projects in the States of Kansas and Missouri.
5. In fact, we endorse the entire Pick-Sloan program for the Missouri River Basin.

Mr. BOLLING. With the permission of the committee, I will pinchhit for our colleague, Mr. Cunningham, of Nebraska. I am informed he supports the proposition that these gentlemen have been speaking to. The people above us view this as a whole problem. If Mr. Cunningham had not been unavoidably detained, he would introduce the next witnesses. Mr. George W. Pratt and Mr. Alva C. Sconce are here with the gentleman who will speak for their committee, Mr. James L. Parmelee, vice chairman of the river development and flood-control committee of the Omaha Chamber of Commerce.

Mr. CANNON. Mr. Parmelee.

STATEMENT OF JAMES L. PARMELEE

Mr. PARMELEE. It is my privilege to represent the river development and flood-control committee of the Omaha Chamber of Commerce. Since 1944 the Omaha Chamber of Commerce has been down here every year backing up the entire program, and we want to endorse all the budgeted items in the Pick-Sloan general program, including the bank stabilization project from Sioux City, Iowa, to the mouth of the river.

We feel until we make this program workable we will not be able to get the benefits of the overall program.

Omaha remembers the disastrous floods of 1951 and 1952.

We thank you for the privilege of appearing here today.

Mr. CANNON. Thank you. Your statement will be included in the record at this point.

(The statement referred to is as follows:)

STATEMENT OF JAMES L. PARMELEE, VICE CHAIRMAN, RIVER DEVELOPMENT AND FLOOD-CONTROL COMMITTEE, OMAHA, NEBR., CHAMBER OF COMMERCE

Mr. Chairman and gentlemen of the committee, my name is James L. Parmelee and I am vice chairman of the river development and flood-control committee of the Omaha Chamber of Commerce. I am also a director of the Mississippi Valley Association and chairman of its district No. 6. With me today and joining me in this statement are Mr. Alva C. Sconce and Mr. George W. Pratt, both of Omaha and both members of the chamber's committee.

Omaha, Nebr., has been represented at hearings involving appropriations for the comprehensive Missouri River development program ever since its inception in 1944. We are pleased to be given the opportunity of appearing again this year for much of the history of Omaha is written around the Missouri River, which has flooded us frequently and only now is becoming a real asset to our community, instead of a great and continuing threat to our lives and property.

The historic position of our city, which I want to reiterate today, is unequivocal support of the entire comprehensive basin development plan. We urge that Congress continue to appropriate adequate funds to accomplish completion of the overall program as rapidly as is consistent with this Nation's ability to develop and conserve its priceless water resources.

Specifically we urge that Congress approve the President's budget recommendations for continuing construction of Oahe Dam in South Dakota, planning funds for Big Bend Dam, planning funds for sound irrigation projects in the valley, and adequate funds for tributary flood-control projects. Of particular interest to the city of Omaha is the bank stabilization project from Sioux City, Iowa, to the mouth of the river. The development of dependable water transportation into the Missouri Valley is dependent upon the completion of a 9-foot channel. Water transportation, coupled with adequate water for industrial processing and waste disposal, will provide a 7-State area with vastly increased facilities for exploiting its wealth of raw materials and for expending its industrial capacity.

In order to bring these economic advantages to fruition it is essential that the partially completed bank stabilization project be completed within a reasonable time. The President's budget recommended $3,300,000 for the Missouri River between Omaha and Kansas City. We urge that that amount be approved by Congress.

The President's budget proposed $6,600,000 above Omaha. Since the growth of water transportation is dependent upon the condition of the river throughout its navigable reaches, we urge that the full amount be approved.

Since the availability of service to Omaha is directly dependent upon the condition of the river clear to its mouth, we also are concerned with the rapid completion of the 9-foot channel below Kansas City. In that area the President's budget recommended $4 million. We consider this amount to be an absolute minimum for continued work in that area and share the feeling of the representatives from the Kansas City area here today that efficient progress in the lower river requires more than the budget recommendation.

Thank you for allowing me to bring you the views of the business leadership of Omaha, Nebr.

Mr. BOLLING. We are grateful to you, Mr. Chairman and members of the committee, for your patience and for sitting late in order to hear us. We hope you will give favorable consideration to the project the witnesses have spoken to.

Mr. CANNON. Thank you, gentlemen.

THURSDAY, MAY 16, 1957.

NEOSHO RIVER—STRAWN RESERVOIR

WITNESSES

HON. EDWARD H. REES, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF KANSAS
FRANK GEORGE, LEBO, KANS.; ADVISORY COMMITTEE, NATIONAL RIVERS, HARBORS AND WATERWAYS CONSERVATION CONGRESS, FOURTH DISTRICT OF KANSAS; DIRECTOR, KANSAS STATE WATERSHED ASSOCIATION; LEGISLATIVE CHAIRMAN, MARAIS DES CYGNES WATERSHED ASSOCIATION
MAX J. FRIESEN, OVERBROOK, KANS.
VERNON GRIFFITHS, HARTFORD, KANS.

Mr. RABAUT. Our distinguished colleague is here. We will hear him now. Mr. Rees, come up here and take your chair with the committee.

Mr. REES. Thank you.

Mr. Chairman, I would like to introduce to this committee Mr. Frank George, a resident and one of the successful farmers and ranchers in Coffey and Osage Counties, Kans. Mr. George is a member of the advisory committee of the National Rivers, Harbors, and Waterways Conservation Congress from the Fourth District of Kansas. He is also director of the Kansas State Watershed Association and legislative chairman of what is known as the Marais des Cygnes Watershed Association. He, together with Mr. Max J. Friesen and Mr. Vernon Griffiths, represent an area that will be adversely affected in the event of the construction of the proposed Strawn, Pomona, and Melvern Reservoirs.

Mr. Friesen is the cashier of a bank at Overbrook in Osage County, Kans. He is quite familiar with the problems at hand. He lives in a community that will be affected in the event of the construction of the proposed Pomona Reservoir.

Mr. Griffith is cashier of the bank at Hartford, Kans., and is a longtime resident of this area. He is former county clerk of Lyon County, Kans., and is very familiar with the matter at hand.

I would like to introduce Mr. Griffiths at this time, who will explain the situation as he sees it. He will be followed by Mr. Friesen, who has a brief prepared statement; Mr. George will also submit a statement.

Mr. RABAUT. Mr. Griffiths, we will be pleased to hear from you at this time.

Mr. GRIFFITHS. Mr. Chairman and members of the committee, my name is Vernon Griffiths and I live at Hartford, Kans. I was born at Hartford, Kans., 51 years ago in a home about 200 yards from the Neosho River. I now live just 50 yards from this same river (however in a different house). During these years, I have seen many floods and droughts. We are more fortunate than some of our neighboring towns, in that the people that founded Hartford, had enough foresight to settle on the high side of the river, rather than on the flats. Even in 1951, Hartford was bothered very little by the greatest flood in our recorded history. Since our first rain this spring, the water in the Neosho has been muddy. It has never cleared and we haven't had very many rains. With proper soil conservation practices, this

wouldn't be true. I would like to give a small illustration: several years ago the city of Emporia built a lake to furnish their municipal water requirements. During the first few years, it didn't require too many rains to fill their lake, but today it will take much more, for the reason that there has been considerable terracing done and many pasture ponds built. The runoff is not nearly what it was a few years ago. The people in our community have lived under the threat of a big dam for a number of years. Many have allowed their homes and buildings to deteriorate, saying "What's the use?" However, the trend is gradually returning to painting and repairing, as they have learned that such things do not happen quickly.

Our contention is that if all the planning money, that has been spent and is to be spent, since the Strawn and Council Grove Dams were first mentioned, had been used for small dams on the major creeks feeding the Neosho, our river wouldn't have muddy water in it for such long periods after each rain. These small dams would have considerable effect in reducing damage done by floods and it would also help furnish a better water supply for those cities depending on this stream.

I have talked with several men that I believe should be considered as having practical, commonsense, and they tell me for a few million dollars all the major creeks feeding the Neosho could be dammed, and in all cases built on unimproved land. This seems much more reasonable than spending millions for 2 or 3 huge dams, and taking several thousand acres of our best land out of production. In a small community such as I live, we are either farmers or are dependent upon them.

We have no conception of the amount of our national debt. The opinion is unanimous that it is frightening. We are constantly hearing demands that expenses be cut all the way from Washington down to our local school district. One day last week, I read a report by the Hoover Commission, which gave suggestions as to how the Federal budget could be reduced by $1 billion. There is only one way to reduce expenses that I know of, and that is to reduce expenditures. Talking about it has never accomplished anything yet.

Hartford is having its centennial celebration this week. One hundred years of history and the Neosho River has been there all of that time. The Neosho Valley is a prosperous valley. The land changes ownership very infrequently. The fear of the people that they might have to give up their homes to make way for a big dam is far more harmful than actuality. Let us try to preserve and make better the goods that God gave us rather than destroy it.

My friends and neighbors have asked me to tell you gentlemen that we are all very much opposed to the construction of big dams.

Thank you.

Mr. RABAUT. Thank you, Mr. Griffiths. Congressman Rees?

Mr. REES. Now, Mr. Friesen.

Mr. FRIESEN. Gentlemen, this is my first appearance before a committee such as yours and so I must beg your indulgence. I am not from an area subject to any flooding nor am I affected in any way by a large dam. I simply mean to state my sincere and heartfelt belief in the matter at hand from a conviction formed through a deep interest in the conservation and use of our soil and water resources.

This year of all years, with the people up in arms everywhere over

the soaring cost of government, is a poor time to appropriate for any programs or projects not proven beyond a reasonable doubt as to performance and benefits.

Studies made by our association, as well as records made over the Nation indicate that the two main stream dams, namely Pomona and Melvern, will not justify their cost. Within the last 6 years we have had the test and record of both a 100-year flood and a 100-year drought. The pattern of rainfall for one of the big floods can easily neutralize all benefits from the dams as flood control because the reservoirs are usually full before the crest hits. The 10- and 25-year floods can be contained by such methods as channel clearance and widening, and construction of flood walls.

On the other hand, through the drought years Ottawa, Kans., never suffered from water shortage in a severe way as did towns on up the valley, such as Lyndon and Osage City. For drought relief we believe the watershed program, spread throughout the acreage of the upper watershed is vastly superior because it provides needed municipal and farm supply for all the area with availability one of the major blessings. Maximum application of conservation practices, plus a large number of strategically placed detention dams, develops a reservoir of ground water and surface supply that will keep our streams flowing and water supply available right on through periods of drought.

I submit also the point that the record of comparison between the watershed program and big dams as given in the Washita Valley in Oklahoma strongly indicates superiority of watershed engineering over main stream dams as flood control. You will recall this comparison with figures taken from agency files, showing that 34 detention dams impounded more water at less than one-third of the cost and destroyed less good land than 1 big dam designed to do the same job.

The watershed program has a good start in our upper valley area and we feel it should have whatever there is by way of Federal support and aid to be given. But understand, in view of the present budget troubles besetting Congress and the Executive, we ask no appropriation for any special program, but only that economy in the public works program be effected through deletion of the two Army dams in our county.

Mr friend and traveling companion, Mr. Frank George, will tell you something about the damage the program will do in our county and some other points worth weighing in protest of any appropriation.

In closing, I want to say that I realize this grows to be an old story to you men who listen to it year after year, but I might point out that the people in the upper valley find it even more burdensome and tiresome to have to fight on and on year after year to protect themselves against installation of two big, destructive silt traps, designed to halt the water we need in the soil only after it has kidnapped our precious topsoil and escaped down to the main stream to form a flood. Flood-making in the name of flood control is an outmoded method, gentlemen, and I strongly recommend rescinding the authorization of these two dams. Some 75 percent of the flood damage occurs up in the watersheds. Let's put in a program to give 100 percent flood prevention rather than 25 percent control. We want a program for our valley with some alternatives for choice, such as offered by none other than the Corps of Engineers themselves to the people of the Floyd River Valley in Iowa.

Mr. RABAUT. Thank you.

Mr. REES. Now we have Mr. Frank George.

Mr. RABAUT. We will be pleased to hear from you, Mr. George.

Mr. GEORGE. Gentlemen, it is a great pleasure to be here. I have known intimately the last 4 Congressmen from our district, and that has been a period of 40 years. Two of them were Democrats and two Republicans. When the people at home say, "What is the use; Congress will not do anything. They will just cover it up," I say, "No, I have watched Congress work for 40 years and I have known them from our district and they have been diligently trying to take care of our affairs."

I have known them intimately and they have had many things to do.

I do not represent any chamber of commerce. I am a farmer and my connection with banks has been liquidating failures. I have liquidated them up and down all these valleys. I found that those that were in the valleys, on good land, never gave any trouble, but on the slopes and on the upper farms, where the soils had washed away, was where we had our trouble, and they had their trouble. That is what these gentlemen have found since.

The whole gist of the matter is that I represent in one way the eastern fourth of the district. I am a member of the National Rivers and Harbors and Water Conservation Conference. I have investigated all over the district. I have met with these people to see how they feel, from Marion, Cedar Point, and all up the Neosho. They want cuts. They are not asking for a lot, but we have had different organizations.

The Congress gave us the Hope-Aiken law, but under the Watershed Act we had to contribute a lot. I built three detention dams, to which we had to contribute. It was amended in the last session. Now the Federal Government can build all the dams. We have to furnish the easements and the upkeep and do those things.

We in the State legislature in Kansas this year passed a law letting us organize districts. Our catch was we did not have any way to connect up with this, to organize to get the easements. We have that now. They passed a law by getting 51 percent of the landowners to do that. We have that now. We have State approval on our watershed district. We have it on a lot of them and under the Cedar Point and Marion district they have complete authority. I set that all out.

Mr. RABAUT. Do you have a statement?

Mr. GEORGE. Yes.

Mr. RABAUT. We will put that in the record.

(Mr. George's prepared statement follows:)

LEBO, KANS., *May 14, 1957.*

CHAIRMAN AND MEMBERS, HOUSE APPROPRIATIONS COMMITTEE,
SUBCOMMITTEE ON PUBLIC WORKS,
House of Representatives Office Building,
Washington, D. C.

DEAR SIRS: I am appearing in representation of the Upper Marias des Cygnes Watershed Association, Inc. This organization represents the interests of the people of the Marias des Cygnes Basin in Osage, Coffey, Lyon, and Wabaunsee Counties of Kansas.

The industry of the Marais des Cygnes Basin in Kansas is almost entirely agriculture. Any sound or comprehensive flood and water program of this area must embrace this fact.

A. I believe that the construction of Pomona and Melvern Reservoirs would adversely affect the economy of our basin for the following reasons:

1. The destruction of 25,928 [1] acres of highly productive agricultural land.

2. The dislocation of 91 [1] families due to inundation of farm lands.

3. Grave and permanent impairment to the economy of 7 cities: (Osage City, 2,182; Burlingame, 1,075; Lyndon, 803; Lebo, 525; Reading, 276; Olivet, 144; and Vassar, 183. Total population, 5,188).

Overbrook, 425; Carbondale, 495; Scranton, 539; and other cities and the surrounding rural area will be adversely affected to a lesser degree. The area to be inundated has an annual production valued at $1,205,000 [1] which will be lost to this community.

4. The creation of extreme maladjustment of territory and revenue within governing bodies of school districts, counties, and townships. There is no satisfactory means of correcting this damage.

5. Severe impairment of access caused by two irregularly shaped barriers to travel attaining a maximum length of 20 miles each.

All of these damages, losses, and abuses would be forced on the local people which I represent with no compensation except for land, improvements and utilities to be inundated. Neither do the Corps of Engineers in calculating a cost-benefit ration bother to include losses excepting those for right-of-way or easements.

B. I strongly believe that expenditure of Federal funds for these and other reservoirs in the Marais des Cygnes Basin cannot be economically justified.

1. At no time during the recent several years of extreme drouth have any cities below the proposed reservoir sites been without water or imposed stringent restrictions upon its use. Ottawa's only effort to provide itself with water has been the construction of low dams in the stream channel.

2. The Corps of Army Engineers twice reported adversely on justification of these reservoirs, House Document 91, 73d Congress, 1st session and 1941 report to Congress by the Corps of Army Engineers.

3. Portions of Ottawa, 10,570; Osawatomie, 4,695; and Quenemo, 409; are the only urban areas suffering flood damage. Total flood protection for these cities could be provided by adequate channel improvements and dikes at a fraction of the cost of the proposed plan. The present proposed channel improvement in Ottawa is inadequate and should be enlarged to meet known needs.

4. The cross-country river distance from the proposed reservoir sites in Osage County to the beginning of the authorized Kasinger Bluff Reservoir in Missouri is approximately 100 miles. This 100 miles of river valley is the only agriculture area which could receive appreciable flood protection from Osage County reservoirs. The soil in this area is of low productivity because it is heavy and poorly drained. Flood protection would not make it otherwise. A considerable part of this Marais des Cygnes flood plain near the Kansas-Missouri border has been permanently flooded as a refuge for migratory water fowl. Soils in the proposed reservoir areas are well drained and highly productive. These conditions are generally recognized by soil experts at Kansas State College, Manhattan, Kans.

5. I strongly suggest recalculation of the cost-benefit ratio for these reservoirs, taking into account sharply rising construction costs and present low parity prices for agricultural products to which much of the benefits are accredited.

C. Watershed treatment is rapidly becoming a dominating factor in water management in the upper Marias des Cygnes area and must be considered in development of this basin.

1. Watershed development in the area above Ottawa includes:

(*a*) Switzler Creek (31 square miles) pilot project, 2 of 5 detention dams completed.

(*b*) Frog Creek (32 square miles), plan almost completed by SCS survey party. Two detention dams, protecting over 1,000 acres completed.

(*c*) Salt Creek (131 square miles), 8 informational meetings held in preparation for organizing a watershed district.

(*d*) One Hundred and Ten Mile Creek (85 square miles), continued interest has been demonstrated among landowners in this watershed in forming a watershed district.

(*e*) Teaqua Creek (60 square miles), considerable interest exists in this watershed for watershed development partially in order to furnish water for the city of Williamsburg.

[1] As determined in a survey conducted by Lawrence Van Mier, now associate professor of agriculture economics at Kansas State College based on 1946 and 1947 production.

2. Watershed treatment is automatically denied those above Army engineer reservoirs. This is due to the fact that these reservoirs destroy the areas credit for whose protection is necessary to justify the cost of watershed treatment. This fact has been repeatedly demonstrated to be true in Kansas.

3. Watershed treatment promises to be a great boon to the Osage County area. It is expected to provide the following benefits, almost none of which would be given by the Melvern, Pomona Reservoirs:

(*a*) Provide flood control for tributaries, the proposed reservoir areas, and for a considerable distance downstream.

(*b*) Greatly improve availability of water for farms and ranches. (Cost of hauling water for agricultural purposes in Osage County was estimated to be $1 million in 1954 alone by the Kansas Extension Service.)

(*c*) Provide water for Osage City, Burlingame, Reading, and Lebo, all of which were forced to haul water by rail or truck during the recent drought and for Lyndon which was forced to resuse sewage.

(*d*) To generally stabilize streamflow in this area and downstream to the benefit of recreation, urban usage, irrigation and wildlife.

(*e*) The actual average cost of storage provided by the 12 detention dams constructed under the pilot project program is $55 per acre-foot. The estimated Pomona Reservoir cost is $78 and Melvern $103 per acre-foot.

D. The Union Electric Company of Missouri is a privately owned corporation selling electrical power generated at privately owned Bagnell Dam. Bagnell Reservoir is located below all nine reservoirs authorized or constructed in the Marais des Cygnes-Osage Basin. It will in effect receive the use of 6,682,000 acre-feet of storage costing $252,200,000. It is imperative to the interest of the American taxpayer that proper agreements be made with this corporation to bear an appropriate share of construction expenditures before construction of these reservoirs is considered.

Reference is made to the considerable material previously filed with this subcommittee including statements by officials of various county, city, township and school district governments, petitions, results of surveys and reports. Most of this material is not being resubmitted in the interest of brevity.

In conclusion, gentlemen, let me say that the legislature created the Kansas Board of Water Resources. They gave them a larger appropriation this year and Mr. C. Y. Thomas, the chairman has told us that the first survey was to be the Marais des Cygnes. We beg of you before any more money is spent on this to await the survey of the Kansas Board of Water Resources on the Marais des Cygnes.

Sincerely yours,

FRANK J. GEORGE,

Director of Kansas State Watershed Association and Chairman of Legislative Committee Marais des Cygnes Watershed Association.

Gentlemen, my name is Frank George, Lebo, Kansas. I am back before you for the third time in as many years. We live on the divide between the Marais des Cygnes and Neosho River, about 10 miles from the Neosho and 6 from the Marais des Cygnes.

I have known these rivers for more than 60 years. There have been two disastrous major floods in that time—1903 and 1951. There have been other floods, but they passed on and were quickly repaired like other storms. It would be as useless to try to control those floods as to try and control a tornado.

If Congress is going to try to control all floods they are undertaking a job that is impossible. As I listen every day to the radio to flood reports from the Northwest, Northeast, Southeast, and Southwest, all 10 times worse than anything we have ever witnessed.

As an advisory member of the National Rivers and Harbors and Water Resources Committee from the Fourth Congressional District of Kansas, I have given a great deal of study to this question. I wish to deal with projects on the Neosho and Marais des Cygnes Rivers. On the Neosho the Army engineers have recommended four dams in the Fourth District Council Grove, Marion, Cedar Point, and Burlington. The Council Grove, Cedar Point, and Marion Dams all have watersheds of less than 250 square miles and come under the Hope-Aiken Act. Both Marion and Cedar Point areas have complete watershed plans developed, but can get nowhere because of engineers dams.

There is a great deal of watershed activity above the Council Grove site.

As to the Burlington Dam I quote from House Document 442, 80th Congress, 2d session, page 55, paragraph 123.

The Burlington Reservoir site is favorably located for flood control on the main stem, but the available storage capacity is small. Surveys show that the maximum storage capacity which could be obtained at this site is only about 108,000 acre-feet which would be inadequate for the necessary flood control, and even this capacity would overdevelop the site, with consequent high cost of reservoir storage.

In a letter dated January 19, 1953, Colonel Herb stated these studies indicate that in order to essentially prevent flooding on the Neosho River in Kansas from a repetition of the flood of 1951, the authorized reservoir system would have to be supplemented by flood control reservoirs on the principal tributaries and the main stem. We now find that the engineers have plans for dozens of dams on all creeks on the Neosho and Marais des Cygnes. This will only add to the destruction of the fertile bottom land and displacement of the most prosperous farm families. What do we offer in place of the big dams? We offer a complete watershed program including detention dams—in other places as on Sand State Creek in Oklahoma these have proven their value—authorities have estimated three-fourths of the flood damage is above the mainstream. We have some detention dams there on Frog Creek and in the recent rains they proved their worth 100 percent. It all turns to the fact that the Congressman from the districts below the fourth want water for 10 or 12 towns at Federal cost and free of any cost to themselves—and plan a program that will cost between 200 and 300 million dollars and destroy 100,000 acres of the most valuable land in the Fourth Congressional District. What we want is a program that will protect every creek and river and prevent floods instead off controlling them after the water has reached the mainstreams. Marion, Council Grove, Cottonwood Falls, Hartford, or Burlington have suffered a water shortage during the worst drought. Emporia would not have if they had not sold their dam on the Cottonwood and then refused to buy it back. In the hearing before the Kansas Water Resources Board the engineer from the health department stated that Council Grove and Chanute were taking care of their sewage, that Emporia and the packinghouse at Emporia, Burlington, and Iola were not properly taking care of theirs. The Congress passed the Hope-Aiken, then amended it so that we can really get detention dams built. Then the Kansas Legislature passed an act letting us organize watershed districts, then amended it this year making it much easier. We are now really going places and I sincerely hope you will hold up this past program and give us time to really do something on the watershed.

FRANK J. GEORGE,
Member Advisory Committee National Rivers and Harbors and Water Conservation Congress from Fourth Congressional District of Kansas.

GROUP OPPOSES BIG KANSAS DAMS

EMPORIA (AP).—Opponents of proposed big dams in the Neosho and Cottonwood Valleys adopted a series of resolutions Tuesday aimed at halting planning and construction of dams and reservoirs on the Cottonwood watershed.

Some 400 persons from here and the surrounding area attended a rally sponsored by the Neosho, Cottonwood, and Marais des Cygnes Watershed Associations.

The resolutions expressed opposition "to the system of reservoirs proposed by the Corps of Army Engineers in the Neosho, Cottonwood and Marais des Cygnes Basins, and demand that no additional funds be provided for such projects."

The group also resolved that Fourth District Representative Ed H. Rees (Republican of Kansas) "take appropriate steps necessary to deauthorize planning and construction of Cedar Point and Marion Dams and Reservoirs on the Cottonwood watersbed * * * thereby enabling work on these watersheds to proceed under the Watershed Flood Prevention Act."

Former Congressman Clifford Hope, Garden City, stressed the importance that water or the lack of it, has in Kansas today. "What we need," he said, "is not flood control when water is out of hand, but flood prevention work in advance."

Mr. GEORGE. That is about the whole thing.

I think probably you saw this this morning. There was a big picture in the paper showing a fine home, and showing the destruction they are trying to prevent. I have one here that they featured in the Kansas Stockman. It is probably the finest farm home in the State of Kansas. It will be under 25 feet of water under the Melvern Dam. I am going to present that.

Mr. RABAUT. The picture may be supplied to the clerk. Your statement will be filed with the reporter.

Mr. GEORGE. On the inside is the entire thing.

The cost is stupendous. I have been studying the report of the engineers. We have not found out what they want. We are trying to. I have attended every meeting of the water resources board. That is another thing. The legislature created a water resources board to make a study in Kansas 2 years ago. They had a little last year. They made quite a bit of study. They gave them more money this time. They are going to make an extensive study.

Mr. Thomas, chairman of the board, whom I have great confidence in, although he is not of my politics, stated that the Marais des Cygnes would be the first watershed survey they would make. That is what we would like, to have this tremendous cost deferred until they can make that study and what the people there and what the State resources board recommends.

That is all we are asking. We want all we can get for these watersheds. Our experience in building detention dams and the amount of water they will hold, shows that it will cost from one-third to one-half more than necessary. We find that on the Neosho and in the east end of the Fourth District, they have a program that will cost over $300 million. They do not have them all authorized, but they have studied them. That is tremendous. We want you to think about what is coming up.

Mr. RABAUT. Thank you, Mr. George. File your statement with the reporter.

Mr. REES. Thank you, Mr. Chairman. I have a few letters which I would like to make a part of the record.

(The letters referred to follow:)

KANSAS WATERSHEDS ASSOCIATION,
READING, KANS., *May 11, 1957.*

HOUSE APPROPRIATIONS COMMITTEE,
House of Representatives, Washington, D. C.

SIRS: I wish to call attention to the following facts in opposition to Pomona and Melvern Dams on branches of the upper Marais des Cygnes River in Osage County, Kans.

The drainage area above the proposed Pomona Dam is approximately 106,000 acres and that above the proposed Melvern Dam is approximately 225,000 acres. Both are within the 250,000-acre limitation for watershed projects set by the Congress, and it is obvious that the Congress intended that such size areas should come under jurisdiction of the USDA watershed program.

Yet the portions of the river valleys to be benefited by the watershed development in these areas would be inundated by Pomona and Melvern Dams proposed by the Corps of Engineers and authorized by the Congress. Since the corps' program would inundate the benefit areas of the watershed program, it is obvious that the two are mutually exclusive, not supplementary, no matter what the Congress or the law or the agencies may claim. We will have the one or the other.

Switzler Creek watershed pilot project covers 31 square miles or approximately one-tenth the drainage area above the proposed Pomona Dam (322 square miles).

The watershed project is designed to handle the 50-year flood so its engineering performance can be expected to be satisfactory. During the recent drought it supplied farmers with water within hauling distance which one big dam would not do.

It puts half the drainage area under control, and its engineers believe that the channel of the stream can carry the other half even at flood time. Total estimated cost of detention dams in the project is $161,722.

If the entire watershed above the proposed Pomona Dam were so treated, the detention dams could be expected to cost $1,617,220. This is one-tenth the $17,815,000 estimated cost of Pomona Dam proposed by the corps to handle the

same water and the watershed project would not require the inundation of 7,500 acres of fertile land to do the job.

If the entire drainage area of 1,260 square miles above the city of Ottawa (chief proponent of the Pomona and Melvern Dams) were given the watershed treatment, the water-control detention dams at Switzler Creek rate would cost a total of $6,470,000 and would bring control of floodwaters right down to the city of Ottawa.

This is one-fifth the estimated cost of $30,049,000 for Pomona and Melvern Dams upstream from the city which would control runoff from only 674 square miles or approximately one-half the drainage area above the city. Moreover, the half the two Army dams would control is the half farthest away from the city, leaving uncontrolled the half of the drainage area immediately above the city, the part that obviously causes the city the most flood damage.

Watershed treatment will give the city of Ottawa far better flood protection at one-fifth the cost of the big dam program and will not require the sacrifice of the farms of her upstream neighbors in Osage County. What is more, watershed treatment will give protection to every bit of the 1,260-square-mile drrainage area, including all the tributary creeks, not just the part of the main-stem valley below the 2 dams.

To build detention dams over the entire 4,300-square-mile drainage area of the Marais des Cygnes River, at Switzler Creek rates, would cost an estimated $22,438,000. The Corps of Engineers proposes to build 5 big dams to control the runoff from one-third of the area at a cost of $65 million, or 3 times the cost of detention dams. Again, the entire area gets the benefits of the detention-dam program and nobody loses a farm.

I think it is obvious from the above figures that the corps' program of big dams is outmoded, expensive in taxpayers' money, and wasteful of natural resources.

Combine the detention-dam program with the soil conservation-water insoak program to store water in the soil and maintain streamflow, and the levee program proposed in connection with the big-dam program to protect urban areas in time of cataclysmic storms, and we shall have the best possible water-management program. Such a comprehensive program benefits every bit of the drainage basin at less cost than the big-dam program and with local interests sharing the costs.

Sincerely,

(Mrs.) EDITH MONFORT.

READING, KANS., *May 12, 1957.*

Hon. ED REES,
New House Office Building,
Washington, D. C.

DEAR REPRESENTATIVE REES: This is to urge elimination of funds for Melvern and Pomona Dams in Osage County, Kans.

Taxation is becoming too heavy to appropriate funds for projects of doubtful benefit.

Where watershed systems of water conservation have been established, they have proved more satisfactory to control excess water than the spectacular projects of the Army engineers at a fraction of the cost and no destruction of valuable, precious, agricultural lands or improvements.

Past history demonstrates that nations have met their destruction because of internal disintegration, one of the chief causes of which having been excessive taxation.

It is high time that Congress is giving some heed to the extravagant spending of vast funds for items of not only questionable benefits, but definite harm, as in the case of reservoirs located in rich, alluvial areas. This principle applies not only to the local reservoirs in which I am personally interested but also to the whole United States. In the Rocky Mountain gorges where no agricultural land is involved, huge reservoirs may be justifiable.

In 1936, Congress made a huge mistake when it placed our best agricultural areas under military jurisdiction. The Army engineers are trained for huge construction projects but not for the agricultural or economic welfare of the Nation.

Will you please be so kind as to convey my sentiments to the appropriate committees?

I am,

Most sincerely yours,

MRS. EVA UMDENSTOCK.

WOODBURY FARMS,
Olivet, Kans., May 13, 1957.

DEAR CONGRESSMAN REES: We appreciate your effort in trying to prevent Congress from levying money for dams unless they are very necessary, in your opinion. We thank you for your efforts to keep the big dams out of Osage County. We know you are up against a pretty hard proposition, but it does seem there are much cheaper and better ways for Ottawa and downstream towns to get water supplies. Do what you can for us. Thank you.

Yours truly,

HOWARD WOODBURY.

LEBO, KANS., *May 16, 1957.*

CHAIRMAN, APPROPRIATIONS SUBCOMMITTEE, PUBLIC WORKS COMMITTEE,
Care of Hon. Edward Rees,
United States House of Representatives, Washington, D. C.:

Stop funds controversial Pomona, Melvern, Strawn, Council Grove Dams. Stop blocking watershed developments. Deauthorize Cedar Point and Marion. Watershed interest growing steadily. Cut budget.

HERBERT T. NILES,
Chairman, Coffey County Soil Conservation District.

LEBO, KANS., *May 16, 1957.*

CHAIRMAN, SUBCOMMITTEE OF PUBLIC WORKS APPROPRIATION,
Care Hon. Edward Rees, House of Representatives, Washington, D. C.:

Stop funds for Melvern and Pomona Dams; cut budget; watershed interest snowballing.

UPPER MARAIS DES CYGNES WATERSHED WOMEN'S ASSOCIATION.

EL DORADO CHAMBER OF COMMERCE,
El Dorado, Kans., May 13, 1947.

Hon. EDWARD H. REES,
House of Representatives, Washington, D. C.

MY DEAR MR. REES: Predominating sentiment in El Dorado has long favored conservation methods of flood control, as opposed to the program of large flood-control reservoirs advocated by the Corps of Army Engineers. In line with this sentiment, our press and civic organizations have actively supported the formation of soil conservation districts.

It has come to the attention of our chamber of commerce board of directors that the Arkansas River Valley Flood Control & Water Conservation Association is sending delegates, this weeks, to appear before several appropriation committees to appeal for funds to further the study and the surveys of the Corps of Army Engineers regarding flood control on the Walnut River watershed

Our board of directors have instructed me to inform you that we, at this time, do not endorse this request for funds.

Best wishes.

Sincerely yours,

HARLAN REMSBERG, *Manager.*

Mr. RABAUT. Mr. Rees, does that conclude your testimony?

Mr. REES. Yes, sir.

Mr. RABAUT. It is very nice to have you before us.

Mr. Rees is one of the highly respected Members of Congress.

Mr. REES. That is very kind of you. Thank you.

THURSDAY, MAY 16, 1957.

CENTRAL AND SOUTHERN FLORIDA FLOOD CONTROL PROJECT AND EAST COAST INTERCOASTAL WATERWAY

WITNESSES

HON. PAUL G. ROGERS, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF FLORIDA
HON. WILLIAM C. CRAMER, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF FLORIDA
HON. CHARLES E. BENNETT, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF FLORIDA
HON. DANTE B. FASCELL, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF FLORIDA
HON. DONALD RAY (BILLY) MATTHEWS, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF FLORIDA
J. ABNEY COX, CHAIRMAN, GOVERNING BOARD, CENTRAL AND SOUTHERN FLORIDA FLOOD CONTROL DISTRICT
HERBERT C. GEE, GEE & JENSEN, WEST PALM BEACH, FLA.

Mr. RABAUT. We have with us our colleague, Congressman Rogers, of Florida, who is the just successor of his father. Please come up here and take your chair with the committee.

Mr. ROGERS. Thank you, Mr. Chairman.

Mr. Chairman and gentlemen of the committee, we appreciate the time you are allocating to us today to bring to your attention two projects, one the central and southern Florida flood-control project, and then the East Coast Intercoastal Waterway. We hope we will not take the time allocated to us.

Sir, I would like first of all to present a statement in behalf of the entire delegation, and we have here members of the delegation that we certainly would like to acknowledge: Congressman Bennett, Congressman Matthews, Congressman Fascell, Congressman Cramer, and our other colleagues who could not be present asked us to express to you their interest in this project, and the fact that they, too, had signed the joint statement here requesting that the budget recommendation for fiscal 1958 of $5.5 million be approved by this committee.

This statement is for the Central and Southern Florida Flood Control District. I would like just to point out that actually the planning for this project is in the stage where we had requested a $15 million appropriation for this year. However, the authorization bill, which included additional authorization for this project, as you recall, was vetoed by the President as the omnibus bill. That bill has not yet been reported out of committee, so I think it is an interesting point to note that the budget has recommended all of the authorization that was left, and in fact included more than was authorized, and we wanted to be fair with the committee to point that out; that I believe there is more in the budget requested than is actually authorized by legislation—approximately $274,000.

We are hopeful that the committee, in considering this appropriation, perhaps could go along with the budget request to the extent of the $274,000, with a proviso that if the authorization bill is not reported by the time your bill is considered, then, of course, that $274,000 would have to have action taken by you.

Mr. RABAUT. That bill has been passed by the Senate and is pending in the House.

Mr. ROGERS. Yes, sir. We hope to have it out very shortly. We would appreciate that consideration.

STATEMENT OF FLORIDA DELEGATION

I would like to file this statement.

(The joint statement referred to follows:)

STATEMENT OF THE FLORIDA DELEGATION IN THE HOUSE OF REPRESENTATIVES ON CENTRAL AND SOUTHERN FLORIDA PROJECT

Mr. Chairman, gentlemen of the committee, I am honored to appear before you today as spokesman for the entire Florida delegation and to present a joint statement concerning the central and southern Florida flood-control project.

This joint statement is submitted to your committee to emphasize once again the coordinated action on the part of the citizens of Florida which has always characterized local contributions to this project. The project had its beginning in the formation of a citizens committee to cooperate in bringing about authorization of the project in the Flood Control Act of 1948. The citizens of the affected counties—in fact, the citizens of the entire State of Florida—have given this project their full support since its inception.

RECENT FLOOD EXPERIENCES

The major flood which resulted in authorization of this project occurred in 1947. A substantial amount of work has been done on the project in the 7 years since construction was initiated in January of 1950. However, we still have a long way to go to provide protection against devastating floods to the residents of this 17-county flood-control district. For example, last October a flood resulting from a local rainstorm of severe intensity caused an estimated $1,800,000 damage in the upper Kissimmee Valley. More recently, in January of this year, near-record rainfall inundated large areas in the Everglades agricultural area. The local flood-control district and the Corps of Engineers have both estimated crop damage resulting from this severe rainstorm to be about $7.5 million. The Corps of Engineers reports that project works, the levees and pumping stations of the Everglades agricultural area, were responsible for reducing the damage which might have occurred by at least $7.5 million.

THE FISCAL YEAR 1958 BUDGET

The Bureau of the Budget has recommended appropriation of $5.5 million to this project for fiscal year 1958. This appropriation exceeds by a small amount the remaining authorization to appropriate funds to the project. The Bureau of Budget was requested by local interests to appropriate $15,453,000 to the project for the coming fiscal year. The fact that the budget has included an amount equivalent to the remaining balance authorized to be appropriated leads me to believe that had additional authorization been available the budget might well have recommended a substantially larger appropriation for the coming fiscal year.

I wish to emphasize for the benefit of the committee that an appropriation of $5.5 million will be practically exhausted by the financing of continuing contracts on which work is now underway or soon to be started. The requirement for such continuing contracts in fiscal year 1958 is $4,549,000.

From the above figures it is apparent that little if any money will be available for new starts in the coming fiscal year with an appropriation equal to the budget recommendation of $5.5 million. Accordingly, it is the intention of the Florida delegation to seek additional appropriation to the project as soon as the authorization to appropriate moneys to the project has been increased by the passage of the omnibus rivers and harbors flood-control bill now pending in the House Committee on Public Works.

In the event that this measure is enacted into law prior to the passage of this appropriation act—Army civil functions—it is suggested that the budget amount be substantially increased. If, however, the authorization measure follows the appropriation act, steps will be taken to obtain a supplemental budget estimate for the project as soon as possible.

COSTS INCURRED BY LOCAL INTERESTS

It is my sincere belief that local interests under the central and southern Florida project pay more of the project costs than is the case in any other comparable project in the United States. In addition, I wish to emphasize that such payment is in the form of lands, rights-of-way, relocations, and contribution to construction, all in the form of cash in advance of such constructions. The record of expenditures on this project to December 31, 1956, shows that Federal funds in the amount of $38,074,000 have been appropriated by Congress and that funds in the amount of $23,458,433 have been provided by local interests since the start of this project in 1949. This $23.5 million contribution by local interests does not include the system of works contributed by the State of Florida through the old Everglades Drainage District which cost the citizens of Florida $18 million to construct during the period 1907 to 1925. We in the Florida delegation are proud of the record of accomplishment of local interests under this project. We are confident the citizens of Florida will continue to carry their fair share of costs to bring about the completion of this urgently needed flood-control and water conservation program.

CONCLUSION AND RECOMMENDATIONS

In conclusion I emphasize for the benefit of the committee the fact that the Bureau of the Budget has recommended the maximum appropriation possible under present limitations of authority to appropriate funds. I repeat that additional appropriation for fiscal year 1958 will be sought as soon as the authority for such appropriation is made available by Congress.

The entire Florida delegation recommends that the budget amount of $5,500,000 be appropriated to the central and southern Florida project for fiscal year 1958—that the appropriation be increased as soon as authority for such increase is available.

Your thoughtful consideration of these recommendations will be appreciated.

WILLIAM C. CRAMER,
First District.
CHARLES E. BENNETT,
Second District.
ROBERT L. F. SIKES,
Third District.
DANTE B. FASCELL,
Fourth District.
ALBERT SYDNEY HERLONG,
Fifth District.
PAUL G. ROGERS,
Sixth District.
JAMES ANDREW HALEY,
Seventh District.
DONALD RAY (BILLY) MATTHEWS,
Eighth District.

STATEMENT OF REPRESENTATIVE DANTE B. FASCELL

Mr. ROGERS. Now, Congressman Fascell.

Mr. RABAUT. Congressman Fascell, we will be glad to hear from you.

Mr. FASCELL. I want to emphasize, Mr. Chairman and members of the committee, that there is a $40 million authorization in the authorization bill. Now, as to the project, it appears there has been a great deal of misunderstanding throughout the years, with respect to the land area encompassed by this project. The project covers a number of counties in Florida. It covers part of the land known as the Everglades.

A great many people have the idea that the Everglades is always under water, and what we are trying to do is drain off water that is there all the time. That is not a fact. It is not supported by engineering studies. As a dramatic example of what I am talking about, I want to exhibit to the committee the front page of the Miami Daily

News of April 18, 1956, which bears the headline, "Big Glades Fire Rages. Pall Put Over Wide Area. Flames Threaten United States Route 27." These headlines speak about this same Everglades. We have fires there all the time. We maintain fire-control districts in the Everglades.

We have very definite dry spells. We have very definite wet spells and damages from floods. When something burns, it means there is no water there. This land is burning and did burn in 1956 in one of the worst fires that we have ever had. This is the type of land in this project.

Other competent testimony in support of this project before the committee today will tell you what damage we have had from floods since early 1956.

Gentlemen, this project is a very vital thing to millions of people who live and work in Florida. We are well on the way to seeing it done. Actually, this project is in the position where it could take an appropriation of $25 million a year. We are that far ahead with our engineering and our planning.

We should advance it in the interest of efficiency and economy, because "piddling" along with small amounts is not good economy in this type of project. The thing to do is see it through and get it finished as soon as possible consistent with good engineering.

Mr. RABAUT. Thank you, Congressman.

STATEMENT OF J. ABNEY COX

Mr. ROGERS. Now we would like to present to you Mr. J. Abney Cox, who is chairman of the Central and Southern Florida Flood Control Board.

Mr. RABAUT. Mr. Cox, the committee will hear you at this time.

Mr. COX. Thank you, sir.

Mr. Chairman and gentlemen of the committee, my name is J. Abney Cox. I am chairman of the governing board, Central and Southern Florida Flood Control District.

The governing board of the Central and Southern Florida Flood Control District has prepared a statement which is to be presented by our consulting engineer. It contains all of the major points the governing board wishes to call to the attention of the committee. Therefore, in the interest of conserving the committee's time, the board will have only the one statement.

Hon. LeRoy Collins, Governor of Florida, has asked me to deliver a letter addressed to the chairman relative to this hearing, and I do so at this time with the request that it be made a part of the record.

Mr. RABAUT. Without objection, that letter will be placed in the record.

(The letter referred to follows:)

STATE OF FLORIDA,
OFFICE OF THE GOVERNOR,
Tallahassee, May 9, 1957.

Hon. CLARENCE CANNON,
Chairman, Committee on Appropriations, House of Representatives,
House Office Building, Washington, D. C.

DEAR CONGRESSMAN CANNON: Your committee is currently considering appropriation of funds to cental and southern Florida project for fiscal year 1958. I regret that the pressure of business with the Florida Legislature in session makes it impossible for me to attend your hearings in Washington.

As you are no doubt aware, this project was begun in January 1950 and has been proceeding at a very modest rate for over 7 years. I am advised by the Corps of Engineers and the Central and Southern Florida Flood Control District that engineering work is now sufficiently ahead of actual construction to permit effective utilization of a substantial appropriation in fiscal year 1958 and thereafter.

Accordingly, I earnestly recommend to your committee the appropriation of $15,453,000 for fiscal year 1958, and $25 million annually thereafter until this urgently needed flood-control project is completed. Your thoughtful consideration of this recommendation will be greatly appreciated by all of the citizens of this State.

Sincerely,

LeRoy Collins, *Governor.*

Mr. Cox. In conclusion, I should like to call the committee's attention to the fact that the budget of local interests for fiscal year 1958 is $6,318,800, and emphasize the fact that this amount exceeds the present Bureau of the Budget recommendation to this project of $5,500,000 by $818,000. I believe that this is a noteworthy indication of the interest in and support of this project on the part of the people of Florida, and evidences their desire for an accelerated construction program which will make possible the completion of this project at the earliest possible date.

Thank you, sir.

Mr. Rabaut. Thank you, Mr. Cox.

STATEMENT OF H. C. GEE

Mr. Rogers. Now we would like to present H. C. Gee, who is consulting engineer for the district. You may recall Colonel Gee was formerly a member of the Corps of Engineers.

Mr. Rabaut. Yes. I have met Mr. Gee before.

Mr. Gee. Mr. Chairman, it is a pleasure to be before your committee again.

In order to avoid repetition of earlier testimony, I shall simply scan that part of the report which has not been touched upon by prior witnesses.

I should like to emphasize in contrast to what Congressman Fascell had said about the extreme drought in the Everglades area of 1956 that a few months later we experienced a severe flood in the area of the Kissimmee Valley which did $1,800,000 damage from this single storm, and in January of this year a flood induced by a rainfall measured at numerous stages at 21 inches in 24 hours caused damage of $7.5 million in the central area of the flood-control district; the district area is an area of contrast, a swift change from too little to too much water.

It is that type of situation which this unique project is designed to handle, to avoid flood damage and to conserve waters for reuse, to carry us over the ensuing dry periods.

The earlier witnesses have touched upon the inadequacy of the authorization which caused the limitation on the budget's recommendations to your committee. It has been the practice of the flood-control district for a number of years to make an annual report to the Bureau of the Budget, bringing them up to date on the activities of local interests, which bear directly on this project. This was done last fall.

In carrying out that idea, the staff of the flood-control district has now put together a report which I will not take the trouble to read, but which I will leave for the benefit of the staff of your committee, sir.

Mr. RABAUT. Please file it with the clerk.

Mr. GEE. I submit this in order that they might know exactly what the activities of the staff of this flood-control district have been to date in carrying forward this project.

Mr. Chairman, I should like to repeat the recommendation of Mr. Cox, namely, that the budget amount of $5.5 million for this project for the coming fiscal year be included in the appropriation measure for civil functions of the Army Corps of Engineers.

If there are questions by members of the committee, I will be glad to answer them.

Mr. RABAUT. Do you have a statement to file?

Mr. GEE. Yes, sir.

Mr. RABAUT. Without objection, the statement will be placed in the record.

(Mr. Gee's prepared statement follows:)

STATEMENT OF H. C. GEE ON CENTRAL AND SOUTHERN FLORIDA PROJECT

Mr. Chairman, gentlemen of the committee, my name is Herbert C. Gee. I am a consulting engineer of the firm of Gee & Jensen, West Palm Beach, Fla., representing the Central and Southern Florida Flood Control District at this hearing. This district is a political subdivision of the State of Florida charged with the responsibility of meeting all the requirements of local cooperation under the central and southern Florida project as authorized in the Flood Control Act of June 30, 1948, and September 3, 1954.

This project is before your committee for consideration as one of the items included in the budget recommendations for the Army civil functions construction program for fiscal year 1958. The amount of appropriation recommended by the Bureau of the Budget is $5,500,000.

PRESENTATION TO BUREAU OF THE BUDGET

Early in October 1956, the governing board and members of the staff of the flood control district appeared at a hearing before the examiners of the Bureau of the Budget to render a current report on the project and to make recommendations concerning the budget with respect to this project for fiscal year 1958. The recommendations made to the Bureau of the Budget in that report are summarized in the table which is reproduced on the following page.

TABLE 5.—*Recommended construction program, fiscal year 1958*

Continuing contracts:	*Thousands*
Canal C–7 and structure	800
Canal C–17 and structure	592
Canal C–18 and structure	650
Levee L–5, interim	174
Levee L–6, interim	96
Levee L–18	90
Levee L–23 and L–24	1,080
Structure S–3, structure	137
Structure S–7, machinery	330
Structure S–7, structure	600
Subtotal	4,549

TABLE 5.—*Recommended construction program, fiscal year 1958*—Continued

New starts:	*Thousands*
Canal C–8 and structure	418
B–99 on C–8	56
Structure S–8 (machinery and structure)	630
Canal C–41 and structures	1,500
Canal C–40 and structures	1,000
Canal C–41A and structures	1,250
Structure S–68 on C–41A	180
Structure S–66	46
Canal C–14 and structure	470
B–37 on C–14	56
B–38 on C–14	28
Canal C–38 and S–65	1,500
Structure S–65E	570
Levee L–38	450
Canal C–37 and structure	800
Canal C–31 and structure	500
Canal C–35 and 36 and structure	600
Canal C–23	150
Canal C–24	150
Canal C–25	150
Canal C–29A and structure	250
Canal C–29B	150
Subtotal	10,904
Total	[1] 15,453

[1] Federal share only including engineering, supervision and administration.

Attention is invited to the fact that the flood control district recommended to the Bureau of the Budget the inclusion of $15,453,000 for the central and southern Florida project in the fiscal year 1958 budget. This recommendation was based upon the fact that earlier conferences with the Corps of Engineers, Jacksonville District, had revealed that the Corps of Engineers would be in a position to place all of the items of construction listed in the above table under contract during the next fiscal year. This situation reflects the progress which has been made by the Corps of Engineers in completing engineering work well in advance of construction and shows real progress as compaerd with similar reports rendered during previous years. It was the opinion of the responsible officials of the district that the program recommended to the Bureau of the Budget could be carried out with maximum efficiency and conservation of Federal and local funds alike.

In concluding the flood control district report to the Bureau of the Budget, it was recommended that the above-mentioned $15,453,000 be appropriated for the fiscal year 1958 and that in the year 1959 and in subsequent years there be an annual appropriation of $25 million in order to carry on the project at a rate which will bring about completion of all authorized works in the reasonably near future.

AUTHORIZATION LIMITATION

The recommended amount of $5,500,000 now included in the budget recommendations will exhaust the authorization to appropriate funds to the central and southern Florida project. There is pending in Congress a new authorization bill for rivers and harbors and flood control. This bill includes among other provisions authorization to appropriate funds to the central and southern Florida project in the amount of $40 million. In accordance with the established procedures of the Congress, it is necessary that this additional authorization be enacted by the Congress before appropriation to the project can be increased.

In the event that the above-mentioned authorization measure clears the Congress and is enacted into law before final passage of the current appropriation measure, it is recommended that the item for central and southern Florida be increased from 5½ million to $15,453,000, the amount recommended to the Bureau of the Budget in October 1956.

In the event that the authorization measure is not enacted into law in time to permit the above outlined course of action to be followed, it is the intention of the flood control district to seek a supplemental budget estimate from the Bureau of the Budget and to appear again before your committee urging the appropriation

of the additional funds required to permit orderly continuation of this project in fiscal year 1958.

RECENT FLOOD EXPERIENCE

During the week of October 14, 1956, and immediately following the flood control district presentation to the Bureau of the Budget, residents of the flood control district experienced severe flooding in the area of the upper Kissimmee Valley and in the upper St. Johns marshes. There is available for examination by the committee a folder of photographs showing flood conditions in the Kissimmee Valley and in the upper St. Johns area during the above-mentioned period, as well as a report prepared by the Corps of Engineers which shows damages of $1,890,000 to these areas.

These floods are mentioned because of the fact that the new starts planned in the $15 million program for fiscal year 1958 are located in the two areas which experienced severe flood damage. With the presently recommended appropriation of $5,500,000, these new starts must be eliminated and all or essentially all of appropriated funds must be devoted to carrying out commitments on continuing contracts most of which are located in the area of the Everglades agricultural region and the lower east coast.

When it is considered that the residents and landowners of the Kissimmee Valley and upper St. Johns have been paying taxes to the flood control district continuously since 1949, and that no element of the authorized Federal-State project has been constructed in these areas to date, it becomes apparent that these citizens of our State have good reason for being somewhat impatient to see evidence of construction activity under the central and southern Florida project in their areas of the district. These areas experienced severe damage in 1947, 1948, 1951, 1953, and most recently in 1956. The governing board of the Central and Southern Florida Flood Control District urges that funds be made available in fiscal year 1958 by means of one or the other of the two alternates mentioned above in order that the construction of these urgently needed works in the Kissimmee and upper St. Johns may be initiated as soon as the Corps of Engineers is ready to let construction contracts.

COSTS BORNE BY LOCAL INTERESTS

Throughout the life of this project, the committees of Congress have evidenced continuing interest in the matter of cost-sharing between the Federal Government and local interests on this cooperative project for flood control and water conservation. The staff of the flood control district has assembled all available information to reflect accurately costs incurred by the flood control district on each major element of the project accepted for operation and maintenance to date. This information is contained in a separate report, a copy of which is submitted herewith to the committee for its information and further consideration.

In addition to the above information on project costs incurred by local interests, there is submitted the budget of the flood control district for fiscal year 1958. This budget was advertised for objections and was formally adopted on May 10, 1957, and shows a planned program of expenditures by the flood control district of $6,318,800 in fiscal year 1958, an amount which exceeds the Bureau of the Budget recommendation for this project for the coming fiscal year by $818,800. This figure alone indicates very forcefully the extent to which local interests are contributing to the overall cost of the central and southern Florida project.

The report also contains a copy of a staff memorandum concerning the damages incurred as a result of the heavy rains which fell on the area on January 21, 1957. On the basis of the best available data, it was estimated that damages in the amount of $7,500,000 were experienced in the agricultural area of the Everglades alone.

An additional burden of local cooperation has recently been assumed by the governing board of the flood control district. On March 15, 1957, the board addressed a letter to the district engineer in Jacksonville, indicating its willingness to assume responsibility for maintenance and operation of essential navigation structures which may be provided in the area of the Kissimmee River Basin and the St. Johns River Basin as a part of the central and southern Florida flood control project. This additional responsibility for maintenance and operation will impose a financial burden on the flood control district estimated by the Corps of Engineers to be $176,000 annually.

RECOMMENDATIONS

It is recommended that—

1. The budget amount of $5,500,000 be approved for central and southern Florida project for fiscal year 1958.

2. An additional appropriation of $9,953,000 for fiscal year 1958 be made as soon as authorization to appropriate such amount is made available by Congress.

3. Funds be appropriated in fiscal year 1959 and subsequent years at the rate of $25 million annually until the project is completed.

Mr. RABAUT. Thank you for your appearance before us.

Mr. GEE. Thank you kindly, sir.

Mr. RABAUT. Congressman?

Mr. ROGERS. Sir, if there are no questions from the committee, I believe that will conclude our presentation on the central and southern Florida flood-control project.

INTERCOASTAL WATERWAY

Mr. RABAUT. What project do you want to take up now?

Mr. ROGERS. I wanted just to make a short statement, as would Congressman Fascell, on the Intercoastal Waterway on the east coast of Florida, which as this committee knows, I am sure, runs from Trenton, N. J., to Miami, Fla.

Mr. RABAUT. We will be pleased to hear you on that subject.

Mr. ROGERS. Thank you. I appreciate the opportunity to appear on behalf of the request for funds to continue the deepening to the authorized depth of this project from Trenton, N. J., to Miami.

As you will recall, the waterway has been deepened to its authorized depth about halfway down the coast of Florida, all the way from Trenton, N. J., and this is a continuation of funds, simply to complete that, which is in the amount of $1,150,000. This is the amount recommended by the Bureau of the Budget, and we certainly hope the committee will see fit to grant this authorization, as requested by the Bureau of the Budget.

It is a very essential item, with a continued growth and the use of this intercoastal waterway for commercial travel and for national defense.

Mr. RABAUT. You are supporting the budget estimate?

Mr. ROGERS. Yes, sir; we are. I would like to file a statement on my behalf and also on behalf of the entire delegation in support of this request.

Mr. RABAUT. Without objection, the statements will be placed in the record.

(The statements referred to follow:)

STATEMENT OF CONGRESSMAN PAUL G. ROGERS, OF FLORIDA

Mr. Chairman, and members of the committee, I appreciate the opportunity of appearing before you to speak in behalf of funds for the continuation of work on the East Coast Intracoastal Waterway from Jacksonville to Miami. This is the final step in completing the Atlantic Intracoastal Waterway from Trenton, N. J., to Miami, and work on the Jacksonville-Miami portion has now progressed to a point about halfway between the two cities.

The Jacksonville to Miami portion of the Intracoastal Waterway was recommended to the Congress by the Corps of Engineers of the Army on the dual ground of economics and national defense, and Congress authorized it on this basis.

The economic justification of the project is unquestionable, but the overriding consideration is undoubtedly its essentiality to our defense. The strategic

importance of the Florida peninsula is difficult to overestimate and is evidenced by the very numerous military installations in Florida, manned by some 93,000 of our Armed Forces personnel.

For the members of the Florida delegation, I would like to respectfully request that joint letter from the Florida delegation directed to you, Mr. Chairman, dated March 6, 1957, be made a part of this record and given consideration. A copy is attached.

I appreciate the opportunity of speaking in behalf of funds for this project and I respectfully ask that an appropriation of $1,150,000 be recommended, so that work on this vital waterway might be continued. This is the amount recommended by the Bureau of the Budget.

MARCH 6, 1957.

Hon. CLARENCE CANNON,
Chairman, Subcommittee on Public Works,
Committee on Appropriations,
House of Representatives, Washington, D. C.

DEAR MR. CHAIRMAN: The Florida delegation respectfully request approval by your committee of the 1958 budget recommendations of $1,150,000 for continuing work on the authorized Intracoastal Waterway, Jacksonville to Miami, Fla.

As you know, this project is the final step in completing the Atlantic Intracoastal Waterway from Trenton, N. J., to Miami, which has a tributary area comprising approximately 18 percent of the population of the United States.

Appropriations heretofore made for the Jacksonville-Miami portion total $4,838,000, and the work has progressed to a point about halfway between these two cities. The Florida Inland Navigation District, the State commission charged with providing all necessary rights-of-way, spoil-disposal areas, and other local participation required by the authorizing act, has expended, to date, for these purposes, more than $3 million of tax moneys which it is empowered to levy and collect in the 11 counties traversed by the project.

Resumption of work on the waterway was recommended by the Chief of Engineers in 1956, together with an appropriation of $200,000. This was approved by the Bureau of the Budget, and agreed to by the House and Senate conference, and was carried in the act providing appropriations for public works for the current fiscal year.

The advisability of carrying forward the project by an orderly program of completion stems from its unusual strategic and economic importance.

The basic necessity for providing for the defense of the Florida peninsula as a key salient in which interior transport facilities must be adequate and diversified is generally recognized. The strategic importance of the peninsula is difficult to overestimate, and is evidenced by the very numerous military installations in Florida, manned by some 93,000 of our Armed Forces personnel.

The civilian population in the area within the State immediately tributary to the project now approaches 2 million, or more than double what it was at the time of the survey upon which authorization was based, and is increasing at a rate that is probably greater than that obtaining in any other part of the United States. This is particularly true in the area near the southern extremity of the salient.

Respectfully,

WILLIAM (BILL) CRAMER,
First District.
CHARLES E. BENNETT,
Second District.
ROBERT L. F. SIKES,
Third District.
DANTE B. FASCELL,
Fourth District.
ALBERT SYDNEY HERLONG,
Fifth District.
PAUL G. ROGERS,
Sixth District.
JAMES ANDREW HALEY,
Seventh District.
DONALD RAY (BILLY) MATTHEWS,
Eighth District.

Mr. ROGERS. Also, we have a supporting statement by Colonel Gee, who is a consulting engineer representing the Florida Inland Navigation District, and I would like to make it a part of the record.

Mr. RABAUT. Without objection, it will be inserted in the record at this point.

(The statement referred to is as follows:)

INTRACOASTAL WATERWAY, JACKSONVILLE TO MIAMI, FLA.

Statement of Herbert C. Gee, consulting engineer, representing Florida Inland Navigation District

My name is Herbert C. Gee. I am a consulting engineer of West Palm Beach, Fla., president of the firm Gee & Jenson, Consulting Engineers, Inc., representing the Florida Inland Navigation District at this hearing. The navigation district is the political subdivision of the State of Florida, responsible for meeting all requirements of local cooperation under the authorized project for the Intracoastal Waterway from Jacksonville to Miami. The territory of the district includes the 11 Atlantic coastal counties of Florida through which the Intracoastal Waterway passes.

LOCAL COOPERATION

The project was originally authorized in the River and Harbor Act of January 21, 1927. Most recent modification of the project was authorized in the act of March 2, 1945. A resolution adopted August 2, 1946, by the Florida Inalnd Navigation District was accepted by the Chief of Engineers, December 24, 1946, as satisfactory assurance that the navigation district will furnish, free of cost, to the United States, all lands, easements, rights-of-way and spoil-disposal areas needed for new work and subsequent maintenance when and as required and will hold and save the United States free from damages resulting from the construction and maintenance of the 12-foot project. The navigation district is actively engaged in securing spoil-disposals areas in perpetuity for a 25-year maintenance program of the waterway. The annual report of the Chief of Engineers for 1955 contains the following statement: "No delays due to lack of suitable rights-of-way and spoil-disposal areas, nor to alterations of bridges, cables, pipelines, and other structures made necessary by the improvement, are expected." Costs incurred by local interests in fulfilling the requirements of local cooperation are in excess of $3,100,000.

TERMINAL FACILITIES

Extensive barge terminal facilities with railway and highway connections are available at Jacksonville, Fort Pierce, Palm Beach, Port Everglades, and Miami. Municipal piers or wharves have been constructed at Titusville, Courtenay, Cocoa, Melbourne, Vero Beach, St. Augustine, Daytona Beach, New Smyrna Beach, and Eau Gallie. Numerous prevately owned piers, wharves, and landings are located along the waterway. Terminal facilities are considered adequate for the existing commerce on the waterway. Plans for expanding these facilities at the major ports of the east coast of Florida are now being completed at Jacksonville, Palm Beach, Port Everglades, and Miami.

In addition to the construction of terminal facilities, local interests have undertaken extensive dredging projects to provide inlets connecting the Intracoastal Waterway with the Atlantic Ocean, side channels to local terminal facilities, turning basins and other similar improvements essential to the proper functioning of the East Coast Intracoastal Waterway.

Reports of the Corps of Engineers estimate that local interests have spent $30,562,929 in dredging of side channels, inlets, and related facilities and in addition that terminal facilities represented expenditures of $12,783,373. These expenditures total $43,346,302 in addition to the direct requirements of local cooperation for rights-of-way and spoil disposal areas.

STATUS OF THE PROJECT

Funds were appropriated for the current fiscal year in the amount of $200,000 for continuation of widening and deepening of the waterway southward from Eau Gallie, Fla. A continuing contract is now in force with the Merritt Dredging Co. in the amount of $1,166,150 for widening and deepening the channel from Eau Gallie to the vicinity of Wabasso. The contract was awarded March 25, 1957, and is scheduled to be completed May 31, 1958.

The Bureau of the Budget has recommended the appropriation of $1,150,000 for fiscal year 1958. With this sum of money, the Corps of Engineers will complete the current contract with the Merritt Dredging Co. and prepare plans and specifications for the next dredging contract from the vicinity of Wabasso to Fort Pierce. It is expected that plans for this reach of the waterway will be completed July 15, 1957. A small part of the authorized project, the Vero Beach side channel, will be completed in 60 days.

RECOMMENDATIONS

It is recommended by the Florida Inland Navigation District that the budget amount of $1,150,000 be appropriated to the project for widening and deepening the Intracoastal Waterway from Jacksonville to Miami in fiscal year 1958. It is further recommended that work be continued in the ensuing fiscal years to expedite completion of the entire 12-foot project to Miami.

Mr. ROGERS. Mr. Fascell would like to make a short statement.

Mr. FASCELL. Mr. Chairman and members of the committee, I would just like to recall that from a military standpoint this intercoastal waterway has a tremendous importance, tying into the great naval area at Jacksonville, the great guided-missile base at Cape Canaveral, and the strategic base at Miami, Fla.

If you will recall the activities in the last war off the coast of Florida, you will appreciate the military importance of this project. Because of the tremendous growth that we have experienced in Florida—and every indication is for the next 20 years the economic growth will continue to be as phenomenal—it has a tremendous commercial impact.

Those of you who have had an opportunity to get into our State can appreciate offhand without any further comment the great pleasure impact that it would have.

With that, gentlemen, I request your consideration and support of the budget request.

Mr. RABAUT. Thank you very much.

Mr. ROGERS. We certainly appreciate the consideration that you have given us.

WITNESSES

HON. EDWIN E. WILLIS, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF LOUISIANA
C. S. TINDALL, ATTORNEY, GREENVILLE, MISS.
W. C. BRYANT, MEMBER OF THE BOARD OF THE ST. JOHN'S LEVEE AND DRAINAGE DISTRICT
FRANK PIDGEON, CHAIRMAN, FLOOD CONTROL COMMITTEE OF THE MEMPHIS CHAMBER OF COMMERCE
E. E. HOPSON, JR., VICE CHAIRMAN OF THE SOUTHEAST ARKANSAS DRAINAGE ASSOCIATION
CALVIN T. WATTS, ASSISTANT DIRECTOR OF PUBLIC WORKS FOR THE STATE OF LOUISIANA
ERNEST D. WILSON, PRESIDENT OF THE GREATER BATON ROUGE PORT COMMISSION
W. G. HUXTABLE, CHIEF ENGINEER, ST. FRANCIS LEVEE DISTRICT OF ARKANSAS
EARL R. SCHULTZ, CHIEF ENGINEER, THE LITTLE RIVER DRAINAGE DISTRICT, CAPT GIRARDEAU, MO.
S. R. LEATHERMAN, PRESIDENT, AND WILL T. McKIE, CHIEF ENGINEER FOR THE YAZOO-MISSISSIPPI DELTA LEVEE DISTRICT, CLARKSDALE, MISS.
W. M. JACKSON, McGEHEE, ARK.
RAY MAXWELL, CYPRESS CREEK DRAINAGE DISTRICT OF DESHA, CHICOT, AND LINCOLN COUNTIES, ARK.
JULIUS E. ROBERTS, ATCHAFALAYA BASIN LEVEE DISTRICT BOARD
M. E. WARD, VICKSBURG-YAZOO PROJECT
R. B. OLIVER, MAIN STREET LEVEE IMPROVEMENT DISTRICT
LANCASTER W. COLLENS. GREATER BATON ROUGE PORT ASSOCIATION
T. A. PREWITT, LANDOWNER, DESHA, ARK.
HON. PAUL C. JONES, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF MISSOURI
HON. JAMES H. MORRISON, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF LOUISIANA
HON. OTTO E. PASSMAN, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF LOUISIANA

Mr. WILLIS. Mr. Chairman and members of the committee, my name is Ed Willis. I represent the Third Congressional District of Louisiana.

For reasons that even I am not completely sold on, I was elected president of the Mississippi Valley Flood Control Association last year, succeeding Senator McClellan.

We appear before you today in support of the item in the appropriation bill listed as the "Lower Mississippi and its tributaries."

Following custom in the past, the testimony will be presented in logical and chronological order without repetition and serving to conserve your time.

I should like to present Mr. C. S. Tindall, an attorney at law. He is from Greenville, Miss., and he is an attorney for the Board of Mississippi Levee Commissioners.

He, in the course of years, has become an expert on the subject of the item that you are to consider and for that reason has been chosen,

first, to present a summary of the requirements of the lower Mississippi Valley, and then he will present witnesses who will support subsidiary items on the subject.

Mr. RABAUT. We will be glad to hear from you at this time, Mr. Tindall.

STATEMENT OF C. S. TINDALL

Mr. TINDALL. I would like to state to the members of the committee that I appreciate Congressman Willis' statement, but I certainly do not pose as an expert on the entire lower Mississippi River and its tributaries.

I will try to present for the witnesses this afternoon an overall picture to the committee.

The Mississippi Valley Flood Control Association is an association of levee boards, drainage districts, and port commissions serving the seven States of Illinois, Missouri, Kentucky, Tennessee, Arkansas, Mississippi, and Louisiana.

The witnesses that will follow me this afternoon are the elected officials and representatives of those groups. They have, of course, the local responsibility for furnishing the cooperation as a part of their partnership between the Federal Government and the State governments in flood control and navigation improvements on the lower Mississippi River.

I first would like to state to the committee the appreciation of these groups, and of our people in these 7 States, for the additional funds that the Congress provided for our program, this project, on the lower Mississippi River and its tributaries for the fiscal year 1957.

The committee will, of course, recall that the Congress last year appropriated an amount in excess of the budget recommendation. We believe that the money has been well used and we are particularly appreciative of the fact that it shows that the Congress realizes that our program should be accelerated and work should be accomplished as quickly as possible.

I would like to remind the committee the program was designed for completion within a period of 25 years. We are now in the 30th year of the program, and a great many of the vital and important features of it have not been completed. None of the main features have been completed. Some are nearing completion; others lack as much as 40 to 50 percent being complete.

The Mississippi Valley Flood Control Association for a number of years has urged that the orderly completion of the work requires an appropriation of a minimum of $75 million. The Congress has not been able to appropriate that much for us in any one year, but we have felt we ought to express to the committee and to the Congress what we feel would be an orderly program.

The testimony to be presented this afternoon to the members of the committee is to assist the Congress and your committee in determining what funds should be appropriated for this item for the fiscal year 1958.

I certainly want to make clear to the committee that the group of witnesses appearing here this afternoon are aware of the fiscal problems that face the Congress. Every American, I believe, who reads knows the difficulty that confronts the Congress in working out a budget.

92523—57—pt. 2——12

Now, the Bureau of the Budget has made an estimate of $59 million for this item for the year 1958.

I have some prepared statements, the last sheet of each of which contains a calculation of what we are asking for.

We would like first to state that on most items we are willing to, and desire to, stand on the budget estimates, and on those items we feel there is no necessity to present any testimony this afternoon. We have to state in frankness to the committee that on some of these we do not believe the amount recommended will give us early and orderly liquidation as quickly as we would like to have it, but we are satisfied to go along with those items. The other items will be presented by the witnesses this afternoon. We wanted to be just as frank with the committee and the Congress and point out we believe it is our duty to speak up and present the views of our people on those items where we do not believe the proposed amount in the budget estimate is adequate for the orderly completion of the work.

Now, we realize the decision is up to the Congress, and first up to you gentlemen to make a recommendation to the Congress. We realize that the Congress must determine how many tax dollars are available through the tax-raising method and how the tax dollars will have to be divided between the various demands on the Federal Government. We realize that Congress must determine when our program will have to be completed.

In connection with that, we feel that we ought to state to you that our project is one that is vital to this Nation. This project protects 35,000 square miles of land from overflow from the Mississippi River. The area extends from Cairo, Ill., to the head of the passes below New Orleans. It is an area that spans astride this Nation across the most important inland waterway within it, and it is an area we believe offers the greatest hope for expansion and development in this Nation for the next 25 to 50 years to come.

And because of its importance we want to state to the committee and to the Congress that we feel most serious consideration should be given to completing this project which is now more than 5 years overdue at as early a date as possible.

In the tabulation that has been handed to you you will note the first column shows the appropriation for the year 1957. There is a total there of $62,791,000 as the amount the Congress appropriated this past year.

The second column shows the recommended figure given by the Bureau of the Budget for the fiscal year 1958, which is $59 million, and the last column shows the total figure of $69,327,000, which is the figure that this association feels would be required to furnish adequate funds for the orderly completion of our program.

I would like to point out that the budget estimate for the coming year is $3,791,000 less than the 1957 appropriation.

A year ago we recommended to our association an appropriation in excess of $70 million and our asking this year is $1.5 million less than the amount we suggested a year ago would be the proper amount for the orderly completion of our program.

I would like to turn now to three items which compose the bulk of the additional funds we think are needed.

I would like to comment on those three and then call on the individual witnesses who are here as to the other items.

MISSISSIPPI LEVEES

The first of these three items is the Mississippi levees, that is, our main-line levees. As against the budget estimate of $1,925,000, we would recommend a total of $3 million.

I would call again to the committee's attention that we have 250 miles of main-line levees that are not up to grade and sections. At the rate recommended by the Bureau of the Budget for the coming year it will take in excess of 20 or probably 25 years to complete our main-line levee program, a program we submit again should have been in an orderly manner completed by this date.

We believe waiting and additional 25 years to complete our main-line levees is entirely too long a period to delay the progress of the work. Some of the deficiencies are at vital points. I would like to give you an example, the flood wall at Caruthersville, Mo. The flood wall there is about 3,000 feet in length and it is deficient in grade and about 3 feet lower than the levees at either end.

The population of Caruthersville is about 10,000 people, and there is a large agricultural area surrounding it. These people would be seriously hurt and damaged by a flood, or by the overtopping of their flood wall. There are other places where the grade and section of the levee isnot up to standard. Some of them are in serious condition. For example, the lower bank of the Arkansas River and the overtopping, or the losing of the levee there would cause great destruction in the southeastern part of Arkansas and in Louisiana.

Mr. RABAUT. This is a $238 million project and there is 1 percent added to it this year, which is $1,925,000, bringing it up to 87 percent of completion. Is that your understanding of it?

Mr. TINDALL. I believe those are the figures.

Mr. RABAUT. That leaves $29 million still to complete it. It has a fine benefit-to-cost ratio.

Mr. TINDALL. We believe in excess of 5 to 1.

Mr. RABAUT. 6.5 to 1.

BANK STABILIZATION

Mr. TINDALL. The second item that I want to call the committee's attention to, and the one that our association wants to comment on, is the item of bank stabilization, the second item on our table attached to the statement.

As compared with a budget recommendation of $18,300,000, we are suggesting a total of $23 million. That is the same figure that our association suggested a year ago, and the Congress last year in response to our request did increase the amount over the budget estimate for the fiscal year 1957. The reason for that substantial increase which we would like to see enacted is the fact that we have about 600 miles of river that eventually will have to have bank protection and stabilization work. It is an expensive program, but the most economical way of protecting the levees and the lands behind them.

Up to date, we have only about 325 miles complete. We do not believe that we can complete the project in an economical way without doing something to accelerate the program over that recommended by the Bureau of the Budget.

Mr. RABAUT. This is another program totaling $462 million. If you get the request asked for of $18,300,000 that will bring it

up to 80 percent of completion. That is a 4-percent increase. That would raise it from 76 percent to 80 percent.

Mr. TINDALL. Mr. Rabaut, on the figure that we have—and the engineers would have to answer this because I am not an engineer—but I believe——

Mr. RABAUT. These are the engineering figures that I have given you.

Mr. TINDALL. There is visualized 450 miles of revetment some of which has been lost. The engineers for our local levee boards and for other groups interested in the Mississippi River leave it at 600 miles of revetment that is going to be required, and that is the basis for my statement. We do not feel that we are up to 80 percent, Mr. Rabaut. In any event, we feel that there ought to be an increase in the amount.

Mr. RABAUT. 326 miles are completed and 451 is its total.

Mr. TINDALL. We think eventually it is going to run more miles than that to do the job properly.

MAINTENANCE

The last item that I would like to comment on from the standpoint of the main stem is the item of maintenance and the budget figure is $15,520,000. We are glad to say that the Budget has seen fit to increase this figure, an increase over what they recommended in the past. We do not think it is realistic. We think the project as it is being completed from year to year needs additional maintenance and that the greatest economy to the program will come from supplying adequate funds year by year.

We see each year the loss of some portions of revetment, the delaying of maintenance that later on will pile up the costs, and we would like to recommend a total of $17 million if it pleases the committee for that work.

In conclusion I want to state again we appreciate what this committee and the Congress have done for us because our valley has made a great deal of improvement in 20 years. If you go there today you will see a part of the Nation that is growing agriculturally and industrially. Without the benefits that we have received at the hands of the Congress over the last 20 years, we would be a people in much worse condition than we are today. We have a long way to go. We believe that it would be a vital thing to the Nation that this program be completed.

We learn a lesson each year. This year's lesson that has come to us is through what has happened to the people in Texas and those areas that have had inundations and flood from rainwater. Of course, our chief danger comes from the waters that are passed on to us from other States. We believe that our request is reasonable and I know Congress will, as it has in the past, give us this consideration. We believe we have here a project that the Congress should realize that in dividing up the tax dollar those projects that are the worthiest and return the greatest benefits should have the greatest consideration.

There are other items we would like to discuss and I will now call on the other witnesses who will present the individual items.

Before doing so, I have a statement that I would like to have made a part of the record.

Mr. RABAUT. Without objection, it will be made a part of the record at this point.

(The statement referred to is as follows:)

My name is C. S. Tindall of Greenville, Miss. I am attorney for the Board of Mississippi Levee Commissioners and chairman of the legislative committee of the Mississippi Valley Flood Control Association. As you know, this association is composed of levee boards, drainage districts, and port commissions having responsibility for local cooperation in the flood-control program on the lower Mississippi River.

At the outset I would like to express to the committee the appreciation of the association for the very sympathetic and real consideration which you gave to our request for additional funds last year. I can assure you that the increased funds which you provided over the budget estimate have been well used and that as a result of your action we have made substantial progress in the project this year.

We are fully cognizant of the fiscal situation which faces the Federal Government today. It is a very real problem with which you gentlemen as our representatives must deal. With that in mind we have given the most careful consideration to our request at this time. We will stand on the budget request for most of the items in the lower valley, even though in most cases we would like to see additional funds because they could be used to advantage in accelerating progress. We do not believe, however, that under all the circumstances we would be justified in doing that.

We are asking an increase of $10,327,000 over the budget estimate of $59 million. You have been furnished a tabulation which will at a glance, I believe, furnish you with the details. We have provided in the tabulation a column showing the fiscal year 1957 appropriation by items, the budget estimate for the fiscal year 1958, and in the third column the amount which we believe should be appropriated. You will note that the budget estimate is $3,791,000 less than the current year's appropriation. I might also point out that our asking is about $1,500,000 less than what we appealed for a year ago.

I will discuss the main-stem items with you very briefly and other witnesses on whom I will call will discuss the other items where we are asking for a change in the budget figures. We will not present any formal testimony on those items where we stand on the budget figures.

The first item to which I desire to call your attention is that for Mississippi River levees. Many of you are intimately acquainted with our levee system and I need only say that we are soon to celebrate the 30th anniversary of the authorization of the project and still have some 250 miles of main-line levee which is not up to grade and section. We sincerely believe that an appropriation in the range of $3 million should be made available to hasten this very vital link in our defenses. Some of the deficiencies are at vital points. To give you one example, the budget figure does not provide any funds for raising the grade of the existing flood wall at Caruthersville, Mo. This wall is some 3,000 feet in length and is nearly a foot deficient in grade and more than 3 feet lower than the levees which tie on to either end of it. Caruthersville itself is a city of 10,000 people and if this wall should be overtopped not only would Caruthersville be seriously damaged but areas for many miles around would also suffer inundation. We think a situation such as this needs correcting and there are others which I could point out which are similarly hazardous.

One of the most successful programs to date has been that for bank stabilization. It has given us a better channel alinement with resulting larger flood-carrying capacity. The program, however, is far from complete and in view of the fact that the plant capacity of the Corps of Engineers is such that it can do a greater volume of work, we think that it is uneconomic to operate that plant on a partial basis as would be the case under the budget figure. The amount of $23 million which we request will not take care of all of the capacity but will improve the situation considerably and make possible some 5 miles more of revetment and perhaps reduce the completion time to something like 15 years.

The other item to which I would like to call your attention is that of maintenance. The budget request is certainly a recognition of the fact that a project as extensive as this requires more maintenance as purely a business proposition than had been recommended by the budget prior to your action last year. We believe, however, that $17 million is a more realistic figure and will more amply protect the investment which is presently in the project.

In conclusion let me again say that we have made every effort to be reasonable in our request and to take full cognizance of not only your problem but our

problem as citizens in meeting the fiscal responsibilities of our Government. We believe that our request is reasonable and in the best interests, not only of the valley and its protection, but in the overall welfare and economy of the country.

Appropriations data—Flood control, Mississippi River and tributaries, fiscal year 1958

Item of work	Appropriation fiscal year 1957	Budget, fiscal year 1958	Mississippi Valley Flood Control Association asking fiscal year 1958
Main stem:			
Mississippi River levees	$2,250,000	$1,925,000	$3,000,000
Bank stabilization	21,500,000	18,300,000	23,000,000
Memphis Harbor	1,000,000	0	122,000
Vicksburg Harbor	400,000	600,000	600,000
Old River control	7,700,000	10,000,000	10,000,000
Off main stem:			
St. Francis Basin	3,250,000	3,000,000	3,000,000
Lower White River	350,000	10,000	10,000
Lower Arkansas River	700,000	400,000	400,000
Tensas River Basin	1,500,000	950,000	1,500,000
Yazoo Basin	3,720,000	4,060,000	4,060,000
Lower auxiliary channel	(2,000,000)	(2,010,000)	(2,010,000)
Tributaries	(300,000)	(200,000)	(200,000)
Big Sunflower River	(875,000)	(650,000)	(650,000)
Arkabutla	(100,000)	(500,000)	(500,000)
Main stem	(100,000)	(700,000)	(700,000)
Atchafalaya Basin	4,000,000	2,850,000	4,350,000
Lake Pontchartrain	350,000	550,000	550,000
Reelfoot Lake area	325,000	166,000	166,000
Devil's Swamp, La	0	0	750,000
New Madrid Floodgate, Mo	0	0	50,000
General investigation	646,000	569,000	569,000
Advance engineering and design	100,000	100,000	100,000
Grand Prairie, Ark	0	(50,000)	(50,000)
Yazoo Backwater, Miss	0	(50,000)	(50,000)
Maintenance	15,000,000	15,520,000	17,000,000
Totals	62,791,000	59,000,000	69,327,000

STATEMENT OF W. C. BRYANT

Mr. TINDALL. My first witness will be Mr. W. C. Bryant of Dorena, Mo.

Mr. BRYANT. Mr. Chairman and members of the committee, my name is W. C. Bryant. I live in Dorena, Mississippi County, Mo. I am a member of the board of the St. John's Levee and Drainage District.

This statement is submitted to reiterate the urgency of adequate appropriations to bring about the early completion of the adopted projects for flood protection in the lower Mississippi Valley.

We are well aware of the large expenditures that are necessary to carry on the various activities of the Federal Government, including defense and aid to friendly nations. We are also aware of the need for economy in all expenditures, but we submit that economy is not entirely an act of withholding funds.

The people of the valley are asking for adequate appropriations for early completion of the flood-control projects on which much progress has already been made, and that such flood protection be made a reality as rapidly as possible for economic reasons, and before some major flood can cause a disaster.

I would like to speak briefly with reference to the need for a protective structure or flood gate located at the south end of the Birds Point-New Madrid Floodway. This is an area of approximately 60,000 acres which is affected annually when the Mississippi River

reaches stages in excess of 32 feet on the New Madrid gage. This land is in a high state of cultivation, and is now valued at from $150 to $300 per acre.

There are approximately 10,000 acres of this land which constitute a sump area, or too low for practical farming. This land, however, is valuable as a game refuge if the periodic flooding could be prevented.

There is a loss averaging $300,000 to this area annually, and more than 350 families are forced to evacuate their homes 3 out of every 5 years because of backwater conditions. When the river reaches a stage of 45 feet at New Madrid the backwater enters the middle and upper sector of the area, causing the evacuation of approximately 5,000 people, and the closing of 12 schools, 1 being a large, eight-room consolidated school with 340 students. I was informed by a certified public accountant that farmers in that area for whom he prepared income tax returns, paid more income tax per acre during the last 2 years, with no backwater during that period, than any farmers in the 3 counties for whom he prepared tax returns. This is proof positive of the need for this structure. The proposed floodgate will insure the income for this area, and tax revenue for the Federal Government. No protection, and no farm income spell no tax revenue.

We need this floodgate badly, and while its cost is only a minor item within the appropriation requested, its benefits far exceed its dollar cost. The benefits-to-cost ratio of this project, approved by Public Law 780 is 3 to 1, according to the United States Department of Engineers' survey.

Mr. Chairman, I do not wish to take any more of your time, but to say that I appreciate the opportunity of appearing here. The fair and careful consideration which your committee has always given to requests, and to the pleas of those interested in the welfare of the Mississippi Valley are greatly appreciated. We are confident that on this occasion the same consideration will be granted with reference to the matter before the committee.

STATEMENT OF FRANK PIDGEON

Mr. TINDALL. The next witness will be Mr. Frank Pidgeon.

Mr. PIDGEON. My name is Frank Pidgeon. I am president of Pidgeon-Thomas Iron Co., also chairman of the flood control committee of the Memphis Chamber of Commerce, and chairman of the Memphis and Shelby County Port Commission.

It is always a pleasure to appear before this committee in the interest of the lower Mississippi Valley, and I join with the other members in earnestly requesting your favorable consideration of a minimum appropriation of $69,327,000.

While we all feel that economy in expenditures is most important, and that this country must be financially sound to be secure, we are convinced that reducing expenditures which should be made is unsound economy.

I am here today in the interest of the overall flood-control and navigation projects in our valley, but, particularly the Tennessee Chute Harbor project, and to try to impress upon you the importance of this project, not only to the lower Mississippi Valley, but to the economy of the whole country. As this project develops, the wisdom demonstrated by the Congress in approving it becomes more and

more evident. While this project is only partially completed, the industries which have already acquired locations in the area will produce annually more tonnage than Congress concluded would be required to justify the Federal participation. This is important, because, Congress figured that the project would be justified, if this annual amount of tonnage was reached within a period of 10 years after the completion of the whole project. It is following the pattern of so many of the navigation projects which are producing freight savings by virtue of the volume of waterborne commerce far in excess of that originally predicted. Each year, more and more tonnage is carried on the navigable waters. The development of adequate harbors is necessary to realize the full potential of our waterways upon which the Federal Government has spent millions of dollars in development. This has been a sound expenditure if considered only on the basis of present use, but, also, we must not forget the importance of these waterways in the security of this Nation in a national emergency.

The city of Memphis and the county of Shelby are keeping abreast of their obligations on this project. We are providing the necessary land, railroad trackage, paved streets, sewers, all utilities and a regularly constituted administrative body. We have obtained options to buy over 7,000 acres in Ensley Bottoms for this project. We have put into operation an up-to-date public river-rail-truck terminal at a cost to us of over $1¼ million. This is one of the most up-to-date river terminals in the country and was built to serve the public on reasonable terms. By the existence of this terminal, which is handling cargo direct from barge to truck and rail and vice versa, more commerce and a greater variety of it will seek our waterways.

Due to some misunderstanding, it is important to stress the fact that the Tennessee Chute project is composed of 2 phases—one known as the Presidents Island phase and the other as the Ensley Bottoms phase. They are not two different projects, but one and the same project—as the record clearly shows, and it is important that this project be completed as originally approved.

This project was recognized as an important project at the time of its approval in 1946, but subsequent developments prove that it is many times more important and valuable now than it appeared then. The project should be completed in its entirety as originally approved and in accordance with the original record.

If there are any questions, we will be glad to try to answer them.

Thanks for your favorable consideration.

Mr. EVINS. Last year this committee approved $1 million for this project which was budgeted, and this year the Budget Bureau has not approved anything for the Memphis Harbor. I understand that the city of Memphis and the county of Shelby have their matching funds in escrow; they are ready to go ahead and continue a project which is now, by administrative action, being delayed. Is that the situation?

Mr. PIDGEON. The project up to now has not been delayed. We were not included in the budget figure. For what reason I do not know. My personal guess would be hazardous, and I do not think it would be worth very much.

The city and the county have obtained options for over 7,000 acres of land in Ensley Bottom. The President's Island phase, including the fill, will be finished this week or this year. The city and the county are ready to go ahead and fulfill their parts of the responsibility.

Mr. EVINS. Certainly, it would be false economy to proceed thus far and stop the work on the project.

Mr. PIDGEON. Sir, we think so. Of course, we appreciate, as our chairman said, that you gentlemen are under a terrific responsibility, and I am one who is against the Government being in business. If I did not think this project was sound, I would not walk across my office floor to ask you to contribute something for the development of it. We are asking you to contribute only to the Government phase of it. The city and the county will do their part.

Mr. EVINS. One further question. You are recommending only the $122,000.

Mr. PIDGEON. That is what has been recommended to the committee.

Mr. EVINS. Thank you.

STATEMENT OF E. E. HOPSON, JR.

Mr. TINDALL. Our next witness will be Mr. E. E. Hopson, Jr., vice chairman of the Southeast Arkansas Drainage Association.

Mr. HOPSON. Mr. Chairman and members of the committee, my name is E. E. Hopson, Jr. I live in McGehee, Ark. My official capacity is vice chairman of the Southeast Arkansas Drainage Association, which is composed of 8 drainage and 1 levee district in southeast Arkansas. That comprises an area of 1,350 square miles. My main purpose today is to ask for an increase in the appropriation which has been set up by the Bureau of the Budget, that amount appearing on the sheets before you under the Tensas River, and you will notice that the budget has recommended $950,000. We are asking that that amount be raised to a total of $1,500,000 in order that the work now being done in Arkansas on that project, on the Boeuf River part of the project, may be completed.

Last year, the project was allotted $1,500,000, and, based upon the amount of work that was done with the $1,500,000, we are sure that the project on the Boeuf River portion can be completed this year. So, we are not merely asking for an additional amount of money to continue a contract, but money to wind up one feature of it.

As a matter of history, this project was authorized by an act of Congress of 1944, as amended, and in the subsequent years delegations have appeared asking for money to carry out the project which, of necessity, originated in Louisiana and northward into Arkansas.

During those years the people from Arkansas joined with the people from Louisiana in asking for these appropriations, and we are happy to say that today the bureau of public works in Louisiana is joining with us in asking for the additional appropriation.

Mr. RABAUT. This project here is a $28,700,000 project. The amount allowed by the budget this year, $950,000 brings it to 77 percent of completion. It has a good benefit-to-cost ratio, 3.47 to 1.

Mr. WILLIS. I would like to say for the record that Mr. Norrell asked me that when this witness, Mr. Hopson, took the stand to say that he was familiar with the project and endorsed it completely.

Mr. RABAUT. Are you going to file a statement, Mr. Hopson?

Mr. HOPSON. Yes.

(The statement referred to is as follows:)

STATEMENT FOR THE BOEUF-MACON PROJECT IN ARKANSAS BY E. E. HOPSON, JR., VICE CHAIRMAN, SOUTHEAST ARKANSAS DRAINAGE ASSOCIATION

Mr. Chairman and members of the committee, my name is E. E. Hopson, Jr., and I live in McGehee, Ark.; I am vice chairman of the Southeast Arkansas Drainage Association, which is composed of 8 drainage districts and 1 levee district and which encompasses some 1,350 square miles in southeast Arkansas. The association was formed for the purpose of supplying a central agency for the Corps of Engineers, United States Army, Vicksburg district, in order that the said Corps of Engineers might deal with 1 organization rather than 9. All members of the association are directors or attorneys for the 9 improvement districts, which, together with the approximate number of acres within the area of responsibility of each, are as follows: Cypress Creek Drainage District, 262,700 acres; Chicot County Drainage District, 148,000 acres; Eudora-Western Drainage District, 121,000 acres; Dermott Drainage District, 73,748 acres; Cummins Drainage District, 19,500 acres; Dersh Lake Drainage District, 27,000 acres; Drainage District No. 4, 726,000 acres; Drainage District No. 5, 25,000 acres; and Southeast Arkansas Levee District, 726,000 acres. These districts embrace all or part of Chicot, Desha, Ashley, Drew, Lincoln, and Jefferson Counties in southeast Arkansas, and are located in the general area lying west of the Mississippi River, south of the Arkansas River and east of Bayou Bartholomew.

This statement is offered for the purpose of urging an adequate appropriation for the coming fiscal year in order that the Corps of Engineers may continue work on the Boeuf-Tensas-Bayou Macon project, which was authorized by act of Congress known as the Flood Control Act of December 22, 1944, as amended. The Flood Control Act of December 22, 1944, authorized a project for the improvement of the Boeuf and Tensas Rivers and Bayou Macon south of the Arkansas-Louisiana State line. The Flood Control Act of July 24, 1946, authorized an extension of that project to include a large area in southeast Arkansas. The headwaters of the Boeuf River and Bayou Macon are in southeast Arkansas.

All surface water that falls in southeast Arkansas must be carried to the south through the Boeuf and Tensas Rivers and Bayou Macon. Originally, most of said water was carried through Cypress Creek into the Mississippi River. In flood times the Mississippi River backed into Cypress Creek and the water then flowed through Desha and Chicot Counties into the State of Louisiana. In 1920 local interests, working with the Federal Government and the State of Louisiana, closed the Cypress Creek "Gap," with a levee: prior thereto, however, it was necessary for the said local interests to construct a system of canals to carry the surface water to the south, since it was no longer possible to drain into the Mississippi River. These improvements were made at a cost of several millions of dollars and the people in southeast Arkansas are still paying the cost thereof. These improvements were required by the Federal Government before it would assume full responsibility.

Shortly after the completion of the above mentioned improvements the great flood of 1927 occurred as a result of the crevassing of the Arkansas River levee.

These floodwaters silted up the drainage canals and a large part of southeast Arkansas became swampland. Consequently, land values declined and the owners of vast acreages were unable to pay their taxes and lost them through foreclosures. Since the economy of this section is based principally upon agriculture, and since the farmlands suffered greatly from lack of drainage, all of southeast Arkansas entered a period of stagnation from which it is just beginning to emerge. During this period the people found that it was impossible for them to obtain the necessary drainage relief because of the interstate passage of the water; had any work been done on their canals it would have been useless because of the fact that all of the outlets are in Louisiana. The Flood Control Act of 1944, as amended, is the only solution to this problem. The work heretofore done on the plans set out in the Flood Control Act is bringing the relief that has been sought for the past 30 years. These plans call for the improvement of the principal canals in the area of responsibility of the Federal Government. The end result will be the reclamation of many thousands of acres of fertile land; it will be possible to build and maintain a better system of roads; health conditions will be improved and farming ventures will be more productive; all the people and all of the property in southeast Arkansas, in the area of responsibility of the association will be benefited either directly or indirectly and the completion of the projects as authorized will bring inspiration to the people here to throw off the stagnation of the past years and to develop with the rest of the Nation.

Since the passage of the Flood Control Act, as amended, it has been necessary each year to obtain an appropriation of funds to carry on the construction of the

work. At this time the Boeuf River has been improved well into Arkansas. All work on Big Bayou, a tributary, has been completed. One reach of canal No. 19 (Bayou Macon) and one reach of canal No. 43 have been completed. Upon completion of the upper reaches of canals 19 and 43 and both reaches of canal No. 81, all authorized work will have been done in the area of responsibility of the association with the exception of the improvement of Bayou Macon south of Lake Chicot.

Results of the work that has been accomplished have already been felt in our section. Land values have steadily increased and agricultural production has gained. The people are taking a new interest in their property, and public facilities, such as roads and schools, have benefited. When the project has been completed there will be no more swamplands here; there should be no more lands forfeited for taxes, with the resulting lack of revenue. Industries have become interested in locating here; such interest was never expressed during the dark days when this section was subject to periodic and regular overflows from surface water.

It is noted that the Bureau of the Budget has recommended the sum of $950,000 for fiscal year 1958 to be spent upon the project, although $1,500,000 was authorized and expended during fiscal year 1957. Since so little remains to be done it is hoped that this committee will recommend the expenditure of $1,500,000 during the coming year. It is believed that that amount can be economically spent on the project in the fiscal year of 1958; this belief is based upon the fact that only 4 reaches remain to be completed and 4 reaches apparently were completed last year with the same amount of money. It is believed that increased revenues to the Federal Government from taxation will soon return all amounts expended and it is respectfully urged that the appropriation be raised to the amount of $1,500,000. If that amount is appropriated our people will see the end of a 30-year struggle for survival and the Federal Government will have fulfilled its responsibility to them.

STATEMENT OF CALVIN WATTS

Mr. TINDALL. There are only two other witnesses. I will call the next one, Mr. Calvin Watts, of Baton Rouge, La.

Mr. WATTS. I am Calvin Watts, assistant director of public works for the State of Louisiana. We have prepared briefs here in support of this Mississippi River and tributaries project which are being passed out to you and which we will submit for the record.

(The statement referred to is as follows:)

A BRIEF STATEMENT SUPPORTING ADEQUATE APPROPRIATIONS TO THE CORPS OF ENGINEERS, UNITED STATES ARMY FOR FLOOD CONTROL, MISSISSIPPI RIVER AND TRIBUTARIES

Presented to Committee on Appropriations, House of Representatives, Representative Clarence Cannon, chairman, by the Louisiana Department of Public Works, Lorris M. Wimberly, director

ADEQUATE APPROPRIATIONS FOR FLOOD CONTROL, MISSISSIPPI RIVER AND TRIBUTARIES

This brief is presented on behalf of the State of Louisiana by the Louisiana Department of Public Works, and expresses the views of the State government on current requirements for continuing the project on flood control, Mississippi River and tributaries.

The department of public works is the planning agency of the State government, and is responsible for coordinated development of the water resources of Louisiana, including flood control. drainage, water conservation, irrigation and navigation projects. It is also the consulting engineer for the 21 levee districts in the State. In the performance of its duties the department maintains close liaison between the flood-control activities of these districts and those of the Corps of Engineers and other Federal agencies, and between Congress and the State government on flood-control policy and legislation.

FLOOD CONTROL—A MUST FOR LOUISIANA

Nearly one-half of the 35,000 square-mile flood plain of the Mississippi River lies in Louisiana, and one-third of the State—about 16,000 square miles—is subject to overflow without flood protection. Most of the State's industry, half of its population, over one-third of its farms, and many of its important cities and towns, including the port city of New Orleans, occupy this area. All of the principal highways and railroads, and most of the transcontinental oil and gas pipelines traverse it. Thus Louisiana has a tremendous interest in flood control, and the magnitude of the floods and the low elevation of the extensive areas requiring protection make flood control Louisiana's most important problem.

OBJECTIVES OF THE FLOOD CONTROL ACT OF 1928

The Flood Control Act of 1928 recognized the importance of flood control, not only to Louisiana, but to the entire alluvial valley and the Nation as well. It had as its principal objective the control of floods on the Mississippi River and tributaries in the interests of national prosperity and the flow of interstate commerce. The resulting flood-control program under the Corps of Engineers has been eminently successful in approaching this objective, and its benefits have extended to all segments of the national economy.

ECONOMIC ASPECTS OF FLOOD CONTROL ON THE MISSISSIPPI RIVER

The present flood-control program provides the foundation upon which all material progress in the alluvial valley of the Mississippi River rests. The economic development which has occurred here, and which has contributed so much to the Nation's industrial strength, would not have been possible without flood control. Security from floods has enabled this rich area in the heart of the United States to utilize and add its resources to those of the rest of the Nation.

In 1882 and 1927 two of the greatest floods of record occurred on the Mississippi River. The flood of 1882 overflowed 34,600 of the 35,500 square miles in the alluvial valley, while that of 1927 overflowed about 23,000 square miles. However, due to the higher state of development which prevailed in the valley, the smaller flood of 1927 caused far greater losses than the larger flood of 1882. The development of the alluvial valley since 1927 has continued at a greatly accelerated rate, so that today a similar flood would cause far more damage to the Nation's economy than all of the great floods of record.

Population of the States lying in the alluvial valley has increased by 20 percent since 1930. Most of this increase has occurred in the area immediately contiguous to the river which is directly affected by main-stem flood control works. The Bureau of the Census estimates a further population increase of 15 percent in the alluvial valley States by the year 1965.

Prior to inauguration of the flood-control program in 1928 the economy of the alluvial valley was largely agricultural, but since that time there has been a pronounced trend toward industrialization as hundreds of manufacturing plants have become established along the river. Industry has been attracted by the vast resources of the gulf coast, abundant fresh-water supplies, unexcelled water transportation facilities, and proximity to the markets of the United States and South America. In Louisiana alone nearly $2.6 billion has been invested in new industry along the Mississippi River since World War II. Over $563 million was added in 1956, $345 million of which was invested along the river.

Similar growth has occurred throughout the valley, as evidenced by the tremendous increase in commerce on the lower Mississippi River. Traffic on this portion of the river rose from 2.9 billion ton-miles in 1927 to 22.7 billion in 1955.

The Mississippi River is the main element in the most extensive inland waterway system in the world, and its value to the Nation will increase as other links in the system are completed, such as the St. Lawrence seaway, bringing deepwater navigation to the Great Lakes ports in the heart of the United States; the Calumet-Sag Channel connecting the Great Lakes with the Mississippi River in Illinois; and the Mississippi River-gulf outlet at New Orleans, recently authorized by Congress.

The rate of development in the alluvial valley today make it one of the most dynamic areas in the United States, and increases proportionately the responsibility for flood control and navigation on the Mississippi River which the Federal Government assumed under the Flood Control Act of 1928.

Each year more people, more industry, more commerce, and more public and private property become dependent upon flood-control works for their welfare and security.

PRESENT STATUS OF PROJECT

The following tabulation shows appropriations made by Congress to date for work authorized under the Flood Control Act of 1928 as amended.

Flood-control appropriations and expenditures, Mississippi River and tributaries

Projects	Distribution under authorization construction	Appropriations to June 30, 1957	1957 appropriation
Main stem:			
Mississippi River levees	$267,464,100	$211,559,100	$2,250,000
Channel improvement	356,935,400	287,060,300	21,500,000
Dredging	91,300,000	75,103,800	0
Mapping	4,863,000	4,064,200	0
Vicksburg Harbor	3,220,000	400,000	400,000
Memphis Harbor	21,600,000	12,151,000	1,100,000
Baton Rouge Harbor	2,500,000	0	0
Morganza structure	20,680,000	18,226,800	0
Old River control	47,000,000	10,200,000	7,700,000
New Madrid, Mo	1,743,000	0	0
Completed work	18,092,900	18,092,900	0
Subtotal	835,398,400	636,858,100	32,850,000
Off main stem:			
St. Francis Basin	44,826,000	28,364,800	3,250,000
Lower White River	13,110,000	9,853,800	350,000
Cache Basin	10,000,000	0	0
L'Anguille River	2,000,000	0	0
West Tennessee tributaries	7,700,000	0	0
Grand Prairie-Bayou Meto	6,000,000	0	0
Reelfoot Lake	748,100	482,500	325,000
Lower Arkansas	27,250,000	18,480,100	700,000
Tensas Basin:			
Boeuf, Tensas, Lafourche	20,781,000	13,502,000	1,400,000
Red River backwater area	8,653,000	7,787,400	100,000
Tensas-Cocodrie area	5,347,000	0	0
Yazoo Basin:			
Reservoirs	71,667,300	71,125,000	100,000
Local protection	7,600,500	4,818,200	345,000
Auxiliary channels	20,500,000	3,488,200	2,000,000
Main stem	21,127,800	4,719,300	100,000
Tributaries	26,304,400	3,589,100	300,000
Yazoo backwater	26,800,000	169,200	0
Big Sunflower	7,500,000	1,876,000	875,000
Lower Red River	8,860,000	1,145,900	0
Atchafalaya River Basin:			
Atchafalaya floodway	93,556,000	87,241,700	4,000,000
Morganza floodway	17,799,700	17,799,700	0
Bayous Rapides, Boeuf and Cocodrie	4,290,000	3,380,000	0
Wax Lake outlet and Charenton canal	10,098,800	10,098,800	0
Atchafalaya navigation	440,000	440,000	0
Amite River	50,000	0	0
Lake Pontchartrain	3,150,000	0	350,000
Completed work	2,764,600	2,764,600	0
Subtotal	472,299,700	302,746,200	14,195,000
General investigations			646,000
Advance engineering:			
Baton Rouge Harbor			50,000
New Madrid, Mo			50,000
Maintenance			15,000,000
Plant account	24,944,500	24,924,600	
Total	1,332,642,600	964,528,900	62,791,000

On a monetary basis, the project appears to be about 70 percent complete. However, a realistic appraisal of the items of work necessary to accomplish the objectives of the flood-control program as originally outlined by Congress indicates that the project is hardly more than 50 percent complete. No funds have been appropriated for many of the authorized items, while construction of other features has been proceeding at a very slow rate. It is also evident that existing authorization for certain key items in the flood-control plan, such as Mississippi River levees and bank stabilization, Atchafalaya Floodway levees and lower Atchafalaya Basin dredging is not adequate to complete the program and must be revised upward.

The work remaining to be done becomes of tremendous significance when viewed in the light of population and economic values which depend upon it for

protection. Situated at the lower end, most of the incompleted work either lies in or directly affects Louisiana, and it is of utmost importance to the State to accomplish the project as rapidly as possible.

LOCAL CONTRIBUTIONS FOR FLOOD-CONTROL IMPROVEMENTS

The State of Louisiana and the 21 local levee districts have expended a total of $321 million on flood-control improvements within the State as of January 1, 1957, or about $980 million in terms of 1956 dollars based upon the Engineering News Record cost index. The cost of controlling floods in Louisiana is much greater than elsewhere in the valley, because all of the floodwaters from 41 percent of the United States must pass through the State, and because of the low elevation of the extensive areas requiring protection. On the basis of Louisiana's contribution to flood control, it is estimated that local interests in all of the affected States within the alluvial valley of the Mississippi River have spent over $2 billion at today's prices on flood protection.

Expenditures by local interests for flood control have continued ever since passage of the Flood Control Act of 1928, and have increased with the growth of the valley. Each year Louisiana spends on the average about $12 million on major flood control and drainage improvements in the areas subject to overflow from the Mississippi River, and similar expenditures are made by the other States in the alluvial valley.

RECOMMENDED APPROPRIATIONS FOR NECESSARY ITEMS OF WORK, MISSISSIPPI RIVER AND TRIBUTARIES PROJECT

1. *Mississippi River levees.*—Flood control in the Mississippi Valley is based upon a strong levee system, and the ability of the present flood-control program to handle the project flood is measured in terms of the weakest and lowest levees. Of the 1,574 miles of main-line levees, 260 miles are either too low or too small, or both, to be considered safe or adequate under project flood conditions.

These levees should be completed as rapidly as possible. The $1,925,000 recommended for this work by the Bureau of the Budget is about enough to complete 12 miles of levees, and at this rate over 20 years will be required to finish this phase of the project. The department of public works requests that the work be speeded, and recommends a minimum of $3 million as necessary for levee construction in 1958.

2. *Bank stabilization.*—Bank stabilization is also a fundamental part of the flood-control plan, for the river constantly expends a portion of its great energy in attacking its banks. Stabilization of the river's course is necessary to protect the levees, to maintain depths and alinement favorable for navigation, and to provide an effective channel for carrying flood flows.

Under existing authorization 326 miles of channel have been stabilized, leaving 124 miles on which no work has been done. The department of public works recommends the expenditure of $23 million on bank stabilization in 1958, an increase of $4,700,000 over the $18,300,000 recommended by the Bureau of the Budget, which did not provide for revetment at several critical locations on the lower river in Louisiana.

3. *Old River control.*—This project is designed to prevent the Mississippi River from abandoning its present channel below Old River and taking the Atchafalaya River route to the Gulf of Mexico. It will prevent damages estimated at many hundreds of millions of dollars to the city of New Orleans and many smaller cities along the river, and to the communities of southwest Louisiana. It will also safeguard the investment of the United States in flood control and navigation works constructed in the lower Mississippi and Atchafalaya Basins.

The low sill and overbank structures are now under construction, and the Corps of Engineers is to be complimented on the expeditious manner in which it has dealt with this problem.

The department concurs with the Bureau of the Budget, and recommends that $10 million be appropriated to continue construction in 1958. The project is one of great magnitude and should be treated as an emergency flood-control problem, for the diversion which it will prevent is already well advanced toward the critical stage which is predicted to occur by 1965.

4. *Tensas River Basin.*—The area drained by the principal streams in this basin—the Tensas River, Big Colewa Creek, and Bayous Boeuf, Macon, and Lafourche—includes 5 million acres in 11 Louisiana parishes and 6 Arkansas counties. The project is about 70 percent complete. The work remaining to be done should be accomplished as speedily as possible in order to derive full benefit from the $5

million lateral drainage system constructed by the State of Louisiana, and by local interests in both Louisiana and Arkansas.

Except for the lower 32 miles of Boeuf River, construction of the Bayou Lafourche-Boeuf River system is practically complete in Louisiana and about 70 percent complete in Arkansas. Very little work has been done on the Tensas-Bayou Macon system. It is recommended that $1,500,000 be appropriated for work on these streams in 1958, an amount $550,000 in excess of that recommended by the Bureau of the Budget. The additional funds are necessary to substantially complete the upstream work in Arkansas, so that construction on the lower reaches of the Tensas-Macon system may begin in Louisiana at an early date.

5. *Atchafalaya Basin.*—The flood-control improvements in the Atchafalaya Basin are an integral part of the overall flood-control plan. They not only protect all of southwest Louisiana, but insure that the safe flood-carrying capacity of the Mississippi River below Old River will not be exceeded. To provide this insurance to New Orleans and the Mississippi River section, construction of the Atchafalaya Floodway must be quickly advanced to the point where it can safely accommodate its share of the project flood without endangering communities of southwest Louisiana.

Relative flood stages in the floodway have steadily risen to the point where the project flood cannot be contained, because of heavy sedimentation in the basin and settlement of guide levees due to poor foundation conditions.

In order to correct these deficiencies, construction and raising of floodway levees must be prosecuted on a wider scale than has been possible with the limited funds available over the past few years, and the main channel in the lower floodway must be progressively enlarged to reduce sedimentation.

The Bureau of the Budget allowance of $2,850,000 is entirely inconsistent with the great amount of work which needs to be done on the floodway levees, the main channel, and elsewhere in the basin. The Department recommends an appropriation of at least $4,350,000 as the minimum necessary to effectively continue the project in 1958.

6. *Lake Pontchartrain levee.*—Construction of this levee was authorized by Congress under the Flood Control Act of May 17, 1950, as a result of the disastrous storm of 1947 which flooded about 75,000 acres of suburban New Orleans, including the Moisant International Airport. Under terms of the authorization local interests are to bear one-half of the estimated cost of $7,904,200. The affected area is highly developed and densely populated. It is continuing to grow rapidly due to the influx of industry into the metropolitan area of New Orleans. The elevation of the land is low, and it should be noted that the city can only expand into such low-lying areas as all the higher lands have been occupied.

The Pontchartrain Levee Board has expended over $1.5 million toward construction of this project and is prepared to contribute its remaining share of the cost. The budget recommendation of $550,000 for work in 1958 appears to be adequate.

7. *Baton Rouge Harbor.*—This project was authorized by Congress in 1946 at a total cost of $2,500,000. It provides for construction of a barge canal 12 feet deep at mean low water and 300 feet wide on the bottom, extending approximately 5 miles northward from the Mississippi River near the northern city limits of Baton Rouge through Devil's Swamp and along the high escarpment of the east bank of the river. The authorization provides for initial construction of 2.5 miles of channel at an estimated cost of $1,250,000, with the remaining portion to be built when expansion is warranted by increased navigation and commerce.

The Greater Baton Rouge Port Commission has announced its intention of meeting all terms of local cooperation, and wharves, warehouses, rail, and other terminal facilities will be constructed at no cost to the United States. In addition, the Greater Baton Rouge Port Commission has allocated $750,000 toward construction of the canal as part of its $50 million port expansion program.

The project is strategically located on the Mississippi River at the head of seagoing navigation, and opposite the junction of the Indian Village extension of the intracoastal waterway now under construction. It will afford the only current-free harbor on the river below Vicksburg and will provide balanced port facilities, since traffic through the port of Greater Baton Rouge is divided equally between seaborne and inland commerce. Barge traffic through the port was 6,800,000 tons in 1955 and total waterborne traffic amounted to 15,600,000 tons.

Construction of the harbor was authorized by Congress over 10 years ago, but no funds have been provided other than for advance engineering and design. In view of the great need for this facility, as evidenced by the additional contribution of $750,000 by local interests, the department of public works urges Congress to appropriate $750,000 to initiate construction this year.

SUMMARY

Appropriations for flood control in the Mississippi Valley must be adequate to carry out the authorized project within a reasonable period of time. The department of public works therefore gives its full support to the program of work and the budget recommended for fiscal year 1958 by the Mississippi Valley Flood Control Association. These recommendations are summarized in the following tabulation, which also includes the recommendations of the Bureau of the Budget.

Recommended appropriations, flood control, Mississippi River and tributaries, fiscal year 1958

Item of work	Bureau of the Budget	Mississippi Valley Flood Control Association
Main stem:		
Mississippi River levees	$1,925,000	$3,000,000
Bank stabilization	18,300,000	23,000,000
New Madrid, Mo	0	50,000
Memphis Harbor	0	122,000
Vicksburg Harbor	600,000	600,000
Baton Rouge Harbor	0	750,000
Old river control	10,000,000	10,000,000
Off main stem:		
St. Francis Basin	3,000,000	3,000,000
Lower White River	10,000	10,000
Lower Arkansas River	400,000	400,000
Tensas River Basin	950,000	1,500,000
Yazoo Basin	4,060,000	4,060,000
Lower auxiliary channel	(2,010,000)	(2,010,000)
Tributaries	(200,000)	(200,000)
Big Sunflower River	(650,000)	(650,000)
Arkabutla	(500,000)	(500,000)
Main stem	(700,000)	(700,000)
Atchafalaya Basin	2,850,000	4,350,000
Lake Pontchartrain	550,000	550,000
Reelfoot Lake area	166,000	166,000
General investigations	569,000	569,000
Advance engineering and design	100,000	100,000
Grand Prairie, Ark	(50,000)	(50,000)
Yazoo backwater	(50,000)	(50,000)
Maintenance	15,520,000	17,000,000
Total	59,000,000	69,327,000

STATE OF LOUISIANA DEPARTMENT OF PUBLIC WORKS
LORRIS M. WIMBERLY, *Director.*
HU B. MYERS, *Chief Engineer*

Mr. WATTS. I would like to say to the committee that the major function of the Department of Public Works of the State of Louisiana, along with the 21 levee boards, is that of flood control. I say that because we have, passing through the State of Louisiana—which we must accommodate through our streams—the floodwaters from 41 percent of the Nation. These 21 levee boards which I have mentioned to you and the State recognize our responsibility and since their inception they have spent some $321 million of their own money, the State's money, from taxes, in promoting the flood-control program in the State of Louisiana.

We, at the present time, are spending at the rate of $12 million per year on these flood-control projects and structures.

We concur in the recommendations of the Mississippi Valley Flood Control Association.

There are 1 or 2 items that I would like to comment on that are pertinent to our State. One of those is the Atchafalaya Basin. The Atchafalaya Basin in the major flood control plan is supposed to carry one-half of those waters from that 41 percent of the Nation

through the State in an amount equal to 1,500,000 cubic feet per second. That basin at the present time in the flood-control works will not carry that water. The basin is silting up in places. It has silted to depths of 6 to 12 feet, which you might say is equivalent to lowering those levees by that much. The terrain is such that the levees in the Atchafalaya Basin have had to be built in stages. The terrain is such that the ground is soft and the levees sink due to the weight of the dirt placed on the ground.

We have found that by widening the base of the levees they can be raised faster than we have raised them in the past. In fact, I made a trip with the Mississippi River Commission, along with our levee boards this last week, an inspection trip of the Atchafalaya Basin, and we inspected works going on, and we observed that by a widening of the bases of the levees they could be raised faster than we have been able to raise them in the past.

In order to take care of the silting problem, it is going to take some major dredging operations.

I would like to say to you that the area protected by these levees in Louisiana is one of the fastest growing areas in the United States today. We have located there behind those levees about half of our population. We have most of our industry and over one-third of the farms located behind the levee system in our State. For that reason I think we are fully justified in asking an increase for the Atchafalaya Basin levees over the recommendation of the Bureau of the Budget.

The Bureau recommends $2,850,000, and we are asking for a figure of $4,350,000 so that we can prosecute this work faster.

In the Tensas Basin I want to substantiate the previous testimony and state to you that again the people of Louisiana in anticipation of the completion of this system, the department of public works in conjunction with the levee boards and with the local agencies, has spent $5 million in this basin on lateral drainage for these main laterals that are draining the basin.

There are some 5 million acres of land that would be improved if the project were completed. We do not feel that either this project, or the Atchafalaya Basin project, is being prosecuted at the rate that the country is developing.

Mr. Chairman, it has been a pleasure to appear before you again, and I hope you give our request favorable consideration.

STATEMENT OF ERNEST D. WILSON

Mr. TINDALL. The next witness is Mr. Ernest Wilson from Baton Rouge.

Mr. WILSON. Mr. Chairman and gentlemen of the committee, my name is Ernest D. Wilson, and I am appearing as president of the Greater Baton Rouge Port Commission, an executive department of the State of Louisiana. I am here to request that you approve an appropriation of $750,000 for the construction of the Baton Rouge barge channel, previously known as the Devel's Swamp project.

This barge channel was authorized July 24, 1946, in the River and Harbor Act, Public Law 525, passed by the 79th Congress. It constitutes a modification of the existing project, Mississippi River, Baton Rouge to the Gulf of Mexico. It will provide a barge channel 5 miles

long through low ground adjacent to the left bank just north of the city limits of Baton Rouge. The authorization provides that the first 2½ miles shall be constructed initially and that the balance of the project shall be constructed at such time as it is needed. The Baton Rouge barge channel actually received $500,000 in construction funds in 1950, but the appropriation was canceled due to the outbreak of the Korean crisis.

On behalf of our port commission, I would like to emphasize that this year is critical for an appropriation for the Baton Rouge Barge Channel, insofar as a savings in investment by the United States Government is concerned, and I believe that the Congress, by acting this year, can save one-half of the Federal cost for that part of the channel initially authorized to be built. Here is the reason. On March 8 of this year, our port commission formally offered, in a letter to the Chief of Engineers, to appropriate $750,000 of our own funds to match a $750,000 appropriation by the Congress to complete the estimated $1,500,000 total cost of digging the 2½ miles of channel. Our contribution of half of the Federal cost, as well as our additional costs involved in building a public terminal on the channel and in furnishing rights-of-way, will be entirely borne by the issuance of revenue bonds. We plan to issue these revenue bonds as part of an overall 10 to 12 million dollar program of constructing additional new public port facilities in the Greater Baton Rouge area. In order to issue bonds, we must show cover on the entire program of at least 1¼ times the amount required to amortize the bonds. We are committed to proceed this summer with the balance of our program, which includes a new marine terminal for handling bulk materials, and an extension of our new ship wharves on the west bank. If we are unable to include the Baton Rouge barge channel with the other two new facilities to be constructed in this year's issue of bonds, then we may not be able to issue additional new bonds for the barge channel alone at some future date. In other words, we may not at a later date be able to offer to share the Federal cost, because the conditions for issuing revenue bonds may not be favorable, as to cover, market, or otherwise.

I would like to emphasize, also, that our offer of matching funds can be made good only if the Federal Government appropriates its $750,000 all in 1 fiscal year, so that completion of the channel will be assured. It would be impossible to issue revenue bonds unless completion of the channel is guaranteed.

We respectfully suggest that the Congress will be endorsing a valuable principle of Federal-local cooperation in granting this appropriation. Further, even though construction funds were not included in the President's budget, we feel that the administration wholeheartedly would have approved an appropriation had we been able to make our offer prior to the presentation of the budget to the Congress last January.

We believe that our unusual offer to share what ordinarily would be 100 percent a Federal expense is certainly persuasive as to the urgent need for this barge channel to serve the ever-increasing waterborne commerce at the head of deepwater navigation on the Mississippi River. Permit me to summarize briefly our reasons for submitting that the project now is very critically needed, whereas 11 years ago, by comparison, it was perhaps merely desirable.

First, waterborne traffic at Baton Rouge has more than doubled in the 11-year period since authorization of this channel. In 1946, total traffic at Baton Rouge was about 8⅓ million tons. In 1955, the last year for which the corps' waterborne commerce figures are fully available, this total had reached 16½ million tons, including 6,788,000 tons of barge shipments. As mentioned, the 1956 total port figures are not yet available and will not be until at least mid-July. However, the statistical section of the corps has completed preliminary estimates on that portion of its report covering internal receipts and shipments, which means barge traffic. They show a jump from 6,788,000 tons in 1955 to 7,947,000 tons in 1956—or a gain of over 1,200,000 tons in barge receipts and shipments in just 1 year. I have no doubt that the current calendar year will show another large increase. The need for barge facilities to handle increased traffic is growing critical.

During this 11-year period, ship traffic has increased proportionately to barge traffic, and we now have a very crowded harbor at Baton Rouge. I have here a photo taken early this year showing several vessels riding at anchor in the harbor, awaiting berths. As you gentlemen know, the channel at Baton Rouge is, by law, only 500 feet wide, and we note that during periods of peak activity the interest of safety requires that we remove as much intraport traffic from the channel as we can. When the Baton Rouge barge channel is completed, we shall locate our principal public barge-rail-truck terminal upon it, which will remove considerable loading, unloading and barge fleeting operations from the main channel. Safety is an especially important factor in a port where a great bulk of waterborne commerce is in flammable petroleum products.

A second compelling reason for the completion of the Baton Rouge barge channel at this time is simply that there is no other location upon the so called City Front along the east bank at which to build a badly needed new barge terminal. While our new general cargo facilities on the west bank handle some barge as well as ship tonnages, railroad rate conditions always will make it mandatory that a majority of our public barge tonnages must move over wharves located on the east bank within the switching limits of Baton Rouge itself. I will not take the time of this committee with an explanation of the reasons that this condition exists, except to say that the Mississippi River is the dividing point between two railroad ratemaking territories. Our present barge wharf on the city front of Baton Rouge is some 30 years old, limited in capacity and so constructed that handling charges constitute a penalty to public barge traffic. Our port commission will be able to handle at this dock this year only 250,000 tons of barge commerce by working many 7-day weeks, and our surveys also show that it would be impractical to try to expand the facility, because it is located on a silting reach of the river.

An analysis of the Baton Rouge bank within the switching limits, as indicated by the map attached to this brief, shows that the proposed slack water Baton Rouge barge channel is the only possible location for the new facilities so badly needed. You will note on this map that we have marked the entire city frontage of Baton Rouge as to availability. Beginning north of the Mississippi River bridge, all of the riverfront suitable for barge terminals is already occupied by industry having marine facilities, to a point south of the large Esso Standard

Oil Co. docks. From that point southward, the otherwise usable Baton Rouge bank is so silted that it would be a waste of money to invest in any terminals whatsoever. South of the silted area, almost all of the property is unavailable because it is owned by the Louisiana State University and is in use as the main campus.

I should mention at this point that the Greater Baton Rouge Port Commission has furnished assurances to the Federal Government that it will construct this facility, and it is the estimate of our engineers, after preliminary design, that it will cost between $1 million and $1,500,000.

Thus, the comparative investments of Federal and local government on the Baton Rouge barge channel, including the channel itself, will be $750,000 by the United States and between $1,750,000 and $2,250,000 by the Greater Baton Rouge Port Commission. These figures, of course, do not include the vast expenditures in this area which have been and are now being made by essential industries in the petroleum and chemical fields, which industries are responsible for the vast increase in tonnages moving on the deepwater section of the Mississippi River. The deepwater section of the river between Baton Rouge and New Orleans, particularly from the halfway point northward to Baton Rouge, is experiencing a tremendous growth in new chemical industry. The announcement of new industries in this area last year totaled $252 million, and that is in addition to perhaps three quarters of a billion dollars in already existing petroleum and chemical industry. The barge and ship traffic which will use the deepwater section of the Mississippi upon completion of these new industrial plants is not reflected in current figures already given, but it will be tremendous, and it will throw additional responsibilities upon public agencies, both Federal and State, in providing navigational and port facilities. These new industries locating within this strategic area of of the Mississippi River are important to the Nation's chemical potential. They include the W. R. Grace Chemical Co., the Naugatuck Chemical Division of United States Rubber Co., the Dow Chemical Co., the Crown-Zellerbach Corp., the Kaiser Aluminum & Chemical Corp., the Olin Revere Metals Corp., and the Wyandotte Chemicals Corp. All but one of these new industries will be located within the territorial authority of our port commission.

In addition, our traffic surveys show that the benefits of this channel, once new wharves are located upon it, will fan out over much of Louisiana, east Texas, and south Arkansas, due to the strategic position of Baton Rouge as a transfer point, barge-to-rail, in movements from eastern United States points to the south and southwest which result from the making of joint through barge-rail rates.

All of these factors I have mentioned are either new reasons in favor of this project or are intensifications of the old reasons which justified its authorization in 1946. As pointed out many times, the Baton Rouge barge channel also will be the only slack-water location off the river between Vicksburg and New Orleans, a distance of some 350 miles, where barge tows may put in for emergency repairs or shelter from storms without interfering with through traffic.

All in all, the Greater Baton Rouge Port Commission feels that the benefits to Mississippi River commerce will be far-reaching, and we respectfully urge that the appropriation of $750,000 by the Congress at

this time will enable the Federal Government to carry out its obligation, and at the same time cut in half the cost of that obligation.

Thank you, gentlemen, for your courtesy.

LOCAL CONTRIBUTION

Mr. RABAUT. Mr. Wilson, I looked forward to hearing your statement, as several Members had told me you were to appear. It appears that you are asking the committee to provide funds for a project not included in this year's budget. Is that true?

Mr. WILSON. That is right, sir.

Mr. RABAUT. Has the Baton Rouge Port Commission received all the right-of-way necessary for this project?

Mr. WILSON. It has, sir, as of this time. We had not received it at the time of the transmittal of the budget from the corps to the Budget Bureau.

Mr. RABAUT. Do you know if the Corps of Engineers have completed planning and are in position to proceed immediately with construction?

Mr. WILSON. They are, sir. All the alinement plans and construction plans are completed.

Mr. RABAUT. Is it true that the Baton Rouge Port Commission is in a position to assume 50 percent of the dredging costs presently authorized by the Congress?

Mr. WILSON. Yes, sir. We will have the money in our possession under our present procedure by September 1.

Mr. RABAUT. For how long a period, if a limitation is in effect, would the Port Commission be in a position to offer a 50-percent participation in the dredging costs?

Mr. WILSON. I am afraid only this year. This is the reason. As I mentioned in my direct statement, we are obligated under our agreement under the mortgage indenture to provide a one and one-quarter cover for any bonds we propose to issue. We are consummating a deal with Olin Masterson on some new public bulk facilities under which agreement we will lease the facilities to Olin Masterson to operate as a public terminal.

Under that agreement I have considerable profit, which profit I will dedicate to this Devil's Swamp project to carry this $750,000. If I cannot join the two together, then such excess moneys as may accrue from the deal with Olin Masterson will accrue to the general fund under the trustee of our general mortgage bond and will no longer be available to me for this purpose.

Mr. RABAUT. Are you able to finance terminals, tracks, roads, and other facilities demanded by local interests as prescribed in the authorization?

Mr. WILSON. Yes, sir, we have so committed ourselves to the corps.

Mr. RABAUT. You are certainly willing to do your share. I yield to my colleague.

Mr. ANDERSEN. It is so unusual for projects to be called to our attention concerning which so much local contribution is offered that this project seems to me to warrant one or two questions.

First of all, do I understand correctly that you people are ready to put up $750,000 to match $750,000 by the Federal Government to complete the canal?

Mr. WILSON. That is right, sir, with this exception. We have a little procedure to go through issuing these bonds. That procedure is now underway. We will start May 20 and under our program the bonds will be sold and the money in our hands on September 1.

Mr. ANDERSEN. You are putting up several millions of additional money almost in direct connection with the project?

Mr. WILSON. Yes, sir, we have to provide the barge-rail terminal as a public facility open to all on equal terms. We have to provide right-of-way, railroad tracks, roads, and things of that sort.

Mr. ANDERSEN. That picture looks good to me, but it leads to this question. Why is it not in the budget this year?

Mr. WILSON. I am guessing, of course, Mr. Andersen. We took the position on this matter with our local people at the inception that we must have this right-of-way donated to us, the State of Louisiana, for transmission to the United States Government, free of charge; that we were not going to pay anything for this property.

We had all the property at the time of the budget preparation with the Corps of Engineers except a small portion of one tract. We got into difficulty. One of my port commission members here today handled that matter. It got into the newspapers.

We are assuming, we are guessing that the Corps of Engineers picked that up and probably notified Washington that this matter may be held up because of right-of-way difficulties this year.

We cleared it up after the budget had been sent by the corps to the Bureau of the Budget, but it was too late at that time to assure them that we had all our right-of-way in our hands.

Mr. ANDERSEN. Have you any expressed opinion on the part of the engineers as to their present feelings relative to this?

Mr. WILSON. They are very enthusiastic over the project. They have a great deal of concern, growing every day, over the increasing traffic on this river. They point out if anything has trouble in the way of a tow or a barge, there is no place for it to go from Vicksburg to New Orleans. For that reason, with the planning money previously granted to them, they have completed all plans and specifications and working drawings and are ready to advertise tomorrow.

Mr. ANDERSEN. What harm will be done if we table this project prior to its inclusion in the budget next year?

Mr. WILSON. I will lose the privilege of offering to assume half the cost. I have to do it along with this other development which is now underway. I have to tie them together.

Mr. ANDERSEN. You feel the $750,000 will not be available next year?

Mr. WILSON. I will not, sir. We will have the money now, but it will be tied up in my trust agreement so I cannot use it for this purpose.

Mr. ANDERSEN. That is all.

Mr. RABAUT. Are there any further questions?

PORT ALLEN-MORGAN CITY ALTERNATE ROUTE

Mr. WILSON. Mr. Chairman, I have another statement in connection with another project which is included in the budget. I would like to file this without comment.

Mr. RABAUT. All right.

Mr. WILSON. This is the Port Allen-Morgan City alternate route of the Gulf Intracoastal Waterway.

(The statement referred to follows:)

BRIEF IN SUPPORT OF ADEQUATE APPROPRIATIONS FOR CORPS OF ENGINEERS, UNITED STATES ARMY FOR CONSTRUCTION OF THE GULF INTRACOASTAL WATERWAY PORT ALLEN-MORGAN CITY ALTERNATE ROUTE

By Ernest D. Wilson, president, Greater Baton Rouge Port Commission

Mr. Chairman and gentlemen of the committee, I am Ernest D. Wilson, president of the Greater Baton Rouge Port Commission, an executive department of the State of Louisiana, and which was designated by the Governor in 1954 to furnish the local assurances needed by the United States Government in the development of the captioned project. I am also a member (formerly chairman) of the Louisiana Board of Commerce and Industry, both nonpaid civic jobs. While my chief occupation is head of my own Wilson Steel Co., a steel fabricating and distributing business, I am also affiliated with a number of other concerns.

This is not my first appearance before a congressional committee. This privilege has been accorded me before on this project when it was necessary to substantiate its economic necessity.

I appreciate this present opportunity to emphasize the urgency of continuing adequate Federal appropriations to expedite the completion of the alternate route of the Gulf Intracoastal Waterway. The sum I recommend for the fiscal year 1957–58 is $4,500,000 which, by the way, is $1 million more than requested by the Director of the Budget, whose estimate, in my opinion, is less than can be profitably spent by the Corps of Engineers during the year.

To digress for a moment, let me say that authorization for the project can be found in Senate Document 242, 79th Congress, 2d session, in 1946. At that time the estimate of Federal cost was $8,240,000 and non-Federal cost $465,000.

The economic picture has been radically changed so that today's estimate indicates a Federal participation of $27,200,000 to complete while non-Federal costs are estimated at $4,595,000. This latter figure is augmented from the original estimate not only by the economic factors but also because of the necessity for the State to furnish a bridge in the Grosse Tete area ($1,500,000); two 2-lane high-level fixed highway overpasses on State Route 1 at Port Allen at State cost of $2,250,000 ($3,500,000 total less Federal reimbursement of $1,250,000); rights-of-way and other local assurances, $845,000 (Act 26 of 1955, $680,000; Act 159 of 1956, $75,000; budget request 1957 State legislature, $90,000).

Funds made available by Congress are listed as follows:

For fiscal year ending June 30, 1950	$140,000
Revoked fiscal year ending June 30, 1950	(33,457)
For fiscal year ending:	
June 30, 1953	60,000
June 30, 1954	35,000
June 30, 1955	750,000
June 30, 1956	1,500,000
June 30, 1957	4,500,000
Total	6,951,563

As a result of the accelerated program, beginning in 1955, when both the Federal and State agencies began a united, cooperative, and coordinated effort, progress on the project has been swift. The tabulation, hereinafter included, gives you a detailed report. The chart also included, United States Army 1–8, grapically shows you the scope of completed contracts, those in progress, and indicating the dredging areas yet to be contracted for.

The point I wish to make here, gentlemen, is that the major engineering features have been let—and either completed, nearing completion or in process. For instance, 3 dredging contracts on new land cuts totaling 12.1 miles and $922,684 have been finished. Item 5, 2.7 miles of enlargement and straightening channel, mile 28.3–31.0, has been completed at cost of $258,900. These four items total $1,584 and represent 14.8 miles of the total 65 miles of channel in the whole project. Another dredging contract for 3.2 miles between mile 60.9 and 64.1 is 84 percent complete as of May 1, 1957, and the cost of this contract is $492,096.

Only two pieces of right-of-way must yet be obtained to give 100 percent completion of this endeavor. This should be cleared in 60 to 90 days.

Item 3 of the tabulation shows the Morley Railroad bridge, initiated in August 1955, is 60 percent completed with October 1, 1957, as the target date ending building schedule.

Item 7, the initial phase of the Port Allen locks was let in December 1956 and work thereon initiated in February 1957. As of May 1, this work had progressed 5 percent and should now speed up. This contract for $11,747,419, I am told, was the largest single award ever made by the New Orleans district office of the Corps of Engineers.

Item 8, the T. P. Railroad lift bridge at Port Allen has been let for $770,452 under a reimbursable contract. Work has not been started, but this can now be speeded up with sufficient working funds, as also applies to item 7.

My concern for speeding up this project, by making available adequate funds, is due largely to the impossible situation found in the present route between Indian Village and to and through the Plaquemine locks. Because today's modern tows have increased in size and draft, no longer can this 8-mile stretch be utilized. Thus, while waterborne traffic is increasing yearly on the Gulf Intracoastal Waterway and the lower reaches of the Mississippi River, this commercial artery is proving a bottleneck until the Port Allen outlet is completed.

I, therefore, recommend the appropriation of $4,500,000 for the fiscal year ending June 30, 1958.

Thank you, gentlemen, for your courtesy and consideration.

Mr. WILLIS. Mr. Chairman, we want to offer some statements for the record.

Mr. RABAUT. Mr. Tindale?

Mr. TINDALE. We have no further witnesses to be heard orally. We have witnesses with prepared statements who would like to file them. I would like to have them come forward and file their statements.

Mr. WILLIS. Out of a mark of affection for this committee, we are going to yield you back some time.

Mr. RABAUT. You have 3 minutes to go.

Mr. WILLIS. We will make it.

STATEMENT OF W. G. HUXTABLE

Mr. HUXTABLE. Mr. Chairman, I am W. G. Huxtable of the St. Francis Levee District of Arkansas.

Since the chairman of this committee does not need to advise us about the St. Lawrence seaway at this time, we are trying to cut this very short and only are filing a 1-page statement with the hope that this committee will read it.

Mr. RABAUT. Fine.

(The statement referred to follows:)

STATEMENT OF W. G. HUXTABLE, WEST MEMPHIS, ARK.

Mr. Chairman, and members of the committee, I am W. G. Huxtable, chief engineer, St. Francis Levee District of Arkansas, West Memphis, Ark.

I represent the St. Francis River Basin in Arkansas on behalf of the Mississippi Valley Flood Control Association.

My levee district is responsible for 158 miles of main levee on the west bank of the Mississippi River. This is about one-tenth of the main levee system. It is also sponsor for the lower portion of the St. Francis Basin project.

The St. Francis River is 475 miles in length. The basin is 215 miles long, 53 miles wide at the widest point, and has an area of 8,400 square miles.

We are anxious to complete our levee to the 1941 grade and section. Our progress is much too slow and we ask that at least $3 million be appropriated for fiscal year 1958 for this work.

THE ST. FRANCIS BASIN PROJECT

Only about one-fifth of this work has been placed under contract. The losses produced by floods in Arkansas are due to headwater on the St. Francis River and backwater from the Mississippi River. Because of inadequate drainage, our losses reach $10 million in some floods due to headwater. Water backing into

the basin from the Mississippi River covered 768,000 acres in 1937, at least 600,000 acres of this area is in cultivation. This is fertile delta soil, most of it highly improved. The crop losses, damage to buildings, highways, railroads, etc., will be eliminated when the project is complete. We ask that $3 million be appropriated for this work.

STATEMENT OF EARL R. SCHULTZ

Mr. SCHULTZ. Mr. Chairman, I am Earl R. Schultz, chief engineer, the Little River Drainage District, Cape Girardeau, Mo. I would like to present this statement.

(The statement referred to follows:)

STATEMENT OF EARL R. SCHULTZ, CAPE GIRARDEAU, MO.

Mr. Chairman, and members of the committee, I am, Earl R. Schultz, chief engineer, the Little River Drainage District, Cape Girardeau, Mo.

I represent the drainage and levee district in the southeastern portion of the State of Missouri on behalf of the Mississippi Valley Flood Control Association.

Southeast Missouri has 142 miles of front line Mississippi River levees of which approximately 121 miles are up to project grade and section. One 18-mile reach of the frontline levee in Missouri protects an area in southeast Missouri and northeast Arkansas, larger than the State of Connecticut, from overflow from the floodwaters of the Mississippi River.

Southeast Missouri has approximately 34 miles of bank revetment along the Mississippi River and more should be done as soon as possible to prevent further erosion which would necessitate the setting back of levees and thereby need more valuable right-of-way which should be available for agriculture and industry.

Along the St. Francis River in southeast Missouri there are 132 miles of levees of which approximately 75 miles are up to grade and section.

THE LOWER ST. FRANCIS BASIN PROJECT

The drainage and levee districts in southeast Missouri have constructed over 4,600 miles of ditches and levees which cost approximately $90 million for construction, right-of-way, maintenance and enlarging, strengthening, and relocating levees. The Little River Drainage District has 1,200 miles of ditches and levees which it constructed and must maintain.

The outlet for most of the drainage in southeast Missouri is through Big Lake Arkansas and thence to the St. Francis River and finally to the Mississippi River near Helena, Ark. This outlet is inadequate under present conditions, and the lands in Missouri as far as 25 miles above the Missouri-Arkansas State line are seriously overflowed due to lack of sufficient outlet through Arkansas.

Conditions are getting much worse each year due to the fact improvements in farm drainage must be done to get the water off of the agricultural land as quickly as possible.

The area in southeast Missouri, dependent upon a better outlet for drainage, had a flood damage in 1945 of about $26 million and no better outlet has been provided since. Should a flood damage of this size occur today the loss would be much greater. Such losses are reflected in Federal and State income tax payments.

The plan for correcting the outlet condition is explained in House Document 132, 81st Congress, 1st session.

Neither Missouri nor Arkansas can improve the outlet because of the magnitude of work necessary to help both States. Authorization to expend $20 million on this project has been made. All work done to date has been done in Arkansas and this is as it should be. However, there is some work which should be done in Missouri but the Corps of Engineers of the United States Army state they have no authority to spend any of this money off the main stem. We ask that this be changed and money be made available for work in Missouri as soon as possible.

We ask the Congress to provide $3 million for main-stem levees and $3 million for the St. Francis Basin project. We also urge Congress to appropriate funds for bank stabilization along the main river.

JOINT STATEMENT OF WILL T. M'KIE AND S. R. LEATHERMAN

Mr. McKIE. Mr. Chairman, I am Will T. McKie of Clarksdale, Miss., and I would like to present this statement on behalf of S. R. Leatherman, who is the president, and myself, the chief engineer, for the Yazoo-Mississippi Delta Levee District, Clarksdale, Miss.

(The statement referred to follows:)

STATEMENT OF S. R. LEATHERMAN, PRESIDENT, AND WILL T. MCKIE, CHIEF ENGINEER FOR THE YAZOO-MISSISSIPPI DELTA LEVEE DISTRICT, CLARKSDALE, MISS.

FLOOD CONTROL, MISSISSIPPI RIVER AND TRIBUTARIES

Mr. Chairman and members of the committee, we wish to present for your attention the practical and economical desirability for appropriation of the funds necessary for the orderly continuation of work on the authorized projects for flood control within this levee district and the Yazoo Basin. This Yazoo Basin, with its 4,224,000 acres, comprises approximately one-fourth of the usable agricultural area of the entire lower Mississippi Valley. The development within this area and its economic importance to the State and Nation, is well known and recognized. Its people have, through the years, made substantial contribution, through local taxation and effort, toward the development of adequate flood protection and drainage for the area.

The authorized project for the control of floods in this area is comprehensive and basinwide in scope. The authorizations are of long standing and the works are all well advanced toward completion. These works are to provide for defense against an enemy as relentless and destructive as any military foe and are not the type of works which can be safely delayed or postponed. The protection, the security, and the continued development of this large segment of our country is totally dependent on the completion of these works.

The comprehensive, and long authorized, plan for the control of floods in the Yazoo Basin may be better envisioned by separation into four phases, or zones of operation, although each is an integral part of the basinwide plan and each must be brought to completion if the full benefits from the project are to be realized. These zones of operation are as follows: The levees and bank protection works along the Mississippi River; the control of the Yazoo-Tallahatchie-Coldwater River and its tributaries along the eastern portion of the basin; the development of the Big Sunflower River, its tributaries and Steele Bayou through the central and western portions of the basin; and the protection of the lower part of the basin from backwater of the Mississippi River.

The Mississippi River leves which alone provide protection for the entire basin from its major flood threat are existent for their entire length of 272 miles. Many of these miles are not yet completed to the designed sectional or foundation strength and the application of this necessary reinforcement has been carried forward by the continued annual appropriation of funds for that purpose. The integrity of these levees is vital to the entire Yazoo Basin, and a continued annual appropriation for this phase of the project is essential and should be in an amount consistent with their importance.

The Yazoo-Tallahatchie-Coldwater River and its tributaries has a combined watershed area of 8,900 square miles, of which 6,600 square miles are hill lands from which the runoff is rapid. The project for the control of floods along this river system was authorized in 1936 and work was initiated in that year, and has been prosecuted continuously since its start. The project provides protection for 1,067,000 acres and benefits to an additional 300,000 acres in the Yazoo Basin. The total estimated cost is $147,200,000, of which $87,373,000 have been appropriated to date. The benefit to cost ratio is 2.91 to 1. Benefits already obtained have been substantial, being estimated as preventing an annual flood loss in excess of $2 million. However, in view of the fact that during each of the years 1949, 1950, and 1953, flood losses in the area were in excess of $5 million it is apparent that the real benefits (estimated at $25 million annually) are to come from an early appropriation of the remaining funds required to complete the project. Construction of the lower auxiliary channel, an extremely important element of the project, was initiated during fiscal year 1956 with approximately 40 percent of the required work now under contract. Completion of this element will produce immediate and sizable benefits and progress should be maintained at no less rate than that now established. Continued

progress on the main stem of this river system as well as its tributaries should be maintained. Appropriations from 1936 to date have averagd $4,368,650 annually and should be continued at least at that level until the project is completed and the full benefits and returns from this investment realized. The Budget proposal for this phase of the project for fiscal year 1958 is $3,410,000 which is considerably below the average appropriation. While we feel that the larger amount could be profitably used, we certainly urge that no less than the budget proposal be allocated for this project.

The Big Sunflower River, its tributaries and Steele Bayou have a drainage area of 1,888,000 acres in the very heart of the Yazoo Basin. This project will benefit 568,000 acres, approximately one-third of this area, and produce benefits estimated at $2,128,000 annually. The benefit-to-cost ratio is 2.74 to 1. The project was authorized in 1944 and started in 1947. All work to date has been in the extreme lower reaches and this work has now reached a point where upstream channel improvement can be undertaken as rapidly as funds are made available. The appropriation for fiscal year 1957 was $875,000. The budget proposal for fiscal year 1958 is only $650,000, which we respectfully submit is all the reduction this project should be called upon to sustain.

The Yazoo backwater project has been long authorized and will provide protection against overflow from backwater of the Mississippi River. The construction of this project will permit full utilization of some 500,000 acres of fine land in the lower end of the basin. To date only a negligible amount of work has been done on this project. The budget proposal for fiscal year 1958 fails to suggest funds for this work and we will concur with the expressed hope that this phase of the overall project can receive consideration in the near future.

In conclusion we trust that the committee will understand and appreciate the position we are accepting in regard to the appropriations for fiscal year 1958. We are not asking for an increase of the budget proposal for any of the items which are of such vital importance to our area and our people. We fully appreciate the need for a reduction in Government spending. The Congress has, in the Corps of Engineers, a qualified and dependable source from which to receive assurance of the necessity for and economy in, providing funds for these works. The Bureau of the Budget has undoubtedly carefully examined the several items for which funds are proposed, and in our opinion has suggested amounts which represent the very minimum for economical procedure. The importance of this project, the large area for which it provides protection, and the benefits to be derived from its completion, all clearly indicate the practical economy to the Government in steadily persevering in its prosecution. Flood losses, in this time, are far too costly to be tolerated. There can be no economy in failure to control or prevent floods. We sincerely feel that an increase in funds would be thoroughly justifiable and frankly state that an amount less than that proposed will disrupt the orderly and well-balanced program which is in progress.

STATEMENT OF W. M. JACKSON

Mr. JACKSON. Mr. Chairman, I am W. M. Jackson, of McGehee, Ark. I would like to present this statement for the record.

(The statement referred to follows:)

Mr. Chairman and members of the committee, my name is W. M. Jackson, resident of McGehee, Ark. I am publisher of a weekly newspaper.

I have lived in southeast Arkansas, which area is located in the upper reaches of the Boeuf and Tensas Rivers and Bayou Macon drainage project, for 32 years. During this period I have observed the slow progress and tremendous losses suffered by the area due to poor and inadequate drainage.

Directly across the Mississippi River from southeast Arkansas in the State of Mississippi, there is an area comparable to southeast Arkansas in type of soil, elevation, and climate that has progressed many years ahead of our area in southeast Arkansas. The evident facts are that this greater development in Mississippi has been due to better drainage and flood protection over a long period of years. While there are some 1,350 square miles of fine agricultural lands in our area of southeast Arkansas where the drainage work is now in progress, a much larger area in our neighboring State has developed far ahead of us due to the reasons stated. The contrast is so shocking that strangers and tourists often ask us why.

The investment made in more adequate drainage in our neighboring State in the area referred to, the enhancement of property values, and the development of the area, has magnified the loss to the long suffering agricultural areas of southeast Arkansas.

The work on the upper reaches of this drainage project has progressed to a vitally important point to the people of southeast Arkansas. Completion of the work as planned by the Army engineers will give needed relief to a very large area of some of the finest agricultural lands in the entire project. The benefits in the lower reaches is evident but the northern extremity is still in a critical plight.

The increased appropriation requested by the Army engineers to complete the project at the earliest possible date is very important to the economy of this area and to the general welfare of its people. There is doubtless ample evidence before the committee to show that completion without interruption in the upper reaches will result in a saving of many thousands of dollars.

STATEMENT OF RAY MAXWELL

Mr. MAXWELL. Mr. Chairman, I am Ray Maxwell, of McGehee, Ark., and I would like to present this statement.

(The statement referred to follows:)

STATEMENT OF CYPRESS CREEK DRAINAGE DISTRICT, OF DESHA, CHICOT, AND LINCOLN COUNTIES, ARK.

Mr. Chairman, and members of the committee, I am Ray Maxwell, of McGehee, Ark., secretary-treasurer of Cypress Creek Drainage District, of Desha, Chicot, and Lincoln Counties, Ark. The drainage district has an area of approximately 262,700 acres, and is situated in the uppermost part of the project authorized by Congress known as the Boeuf-Tensas Bayou Macon project. This project is designed to alleviate flood conditions caused by accumulation of surface waters, by providing adequate drainage facilities through a part of southeast Arkansas, and down through a part of the State of Louisiana and ultimately into the Mississippi River.

The Boeuf-Tensas Bayou Macon project is now well underway, construction on the Boeuf River phase having been started at the lower end in Louisiana and having progressed northward until work is now being done in this drainage district. The completed portion of the project is indeed a welcome sight to the people of this area who have long awaited the relief that will result when the project is completed. Unfortunately, however, the work has not progressed to the extent to have prevented flood damage to much of the land in this drainage district as a result of heavy rains this spring, and much of the land will be subjected to flood damage from the rainfall of next spring if sufficient money is not appropriated to expedite construction and to push this project through to completion at the earliest possible date.

There remains to be done a great amount of construction work on three main canals in this district: Canals 19, 43, and 81, and it is believed that because of rising costs of construction the sooner these jobs are put under contract the less the total cost will be. It is therefore requested that an appropriation of at least an amount equal to that for the fiscal year 1957 ($1,500,000) be made so as to accomplish as much as possible toward completing this project in our district, thereby giving our people the relief from overflow waters that has been so long awaited.

Respectfully submitted.

RAY MAXWELL, *Secretary-Treasurer.*

STATEMENT OF JULIUS E. ROBERTS

Mr. ROBERTS. Mr. Chairman, I am Julius E. Roberts, superintendent of the Atchafalaya Basin Levee District board. I would like to present my statement.

(The statement referred to follows:)

STATEMENT BY STATE OF LOUISIANA ATCHAFALAYA BASIN LEVEE DISTRICT BOARD, JULIUS E. ROBERTS, SUPERINTENDENT

Mr. Chairman and members of the committee, for the benefit of the record, I wish to identify myself. My name is Julius E. Roberts. I am the superintendent for the Atchafalaya Basin Levee District Board of Port Allen, La. I have been authorized by the president of the board, Mr. C. O. Watts, who is unable to be here today, to submit to this committee, this brief in support of the $69,327,000 fiscal year 1958 appropriations recommended by the Mississippi Valley Flood Control Association for flood-control work on the Mississippi River and tributaries, and it is hoped that you will give it serious consideration.

As you may know, the Atchafalaya Basin Levee District is composed of all the area between the west bank of the Mississippi River from Old River to Donaldsonville, La., portion of the west Atchafalaya River levee and all of the old and east Atchafalaya River levees, the upper and lower Morganza spillway levees, and a greater portion of the east and west Atchafalaya Basin protection levees.

Mississippi River levees

In the great levee set back program between 1929 and 1933, some of the levees in this area were not set back at that time due to the fact that considerable batture still remained in front of these levees. As you may know, levee setbacks are predicated on a 30-year life. Considerable recession has occurred in the area near those that were not set back but only enlarged, and now some of these levees are dangerously close to the river in some places and must necessarily be set back. These levee setbacks probably could have been prevented if there had been a bank revetment program between the Baton Rouge Bridge and New Orleans, La. Very little new levee construction on the west bank between Old River and Donaldsonville, La., has been done since 1945. With the continued industrial expansion in the lower Mississippi Valley, and for the protection of lives and property behind these levees, it is requested that you give serious consideration to the approval of the $3 million appropriations for Mississippi River levees.

ATCHAFALAYA BASIN

East and west Atchafalaya Basin protection levees

In the past 12 months, considerable progress has been made in raising the grade and increasing the section of these levees. However, there remains approximately 30 miles of these levees in the basin with elevations which are below the project flood flowline of 1,500,000 cubic feet per second, for which the floodway was designed.

The diversion of the Mississippi River at Old River through the Atchafalaya, which is already well advanced, and silting of the lower Atchafalaya, which reduces the cross-sectional flowage area, makes it necessary and essential to continue to increase the grade and section of these levees as rapidly as base conditions will permit. In addition to the increase of the grade and section of the levees in this area, it is also necessary and essential that the program of dredging a central channel, started in the basin last year, be continued on a scale that will be necessary to prepare the basin to safely carry the 1,500,000 cubic feet per second to the gulf for which it was designed. The dredging and raising the levees must be carried on simultaneously. To assume that raising of the levees without the dredging, or vice versa, would meet the situation, is wishful thinking. Therefore, it is necessary and essential that the $4,350,000 be approved for the Atchafalaya Basin. The recent floods experienced on the Trinity River and Red River are ample proof that we can still have floods even though numerous reservoirs have been recently completed on the upper reaches of these rivers.

Old River control

Adequate appropriations for the Old River control structure should be made this year so the work may be prosecuted energetically in order that the structure may be completed before the capture of the Mississippi by the Atchafalaya develops. It is believed that the $10 million asked for in the budget can be economically spent in fiscal year 1958.

Bank stabilization

With the continuous industrial growth along the Mississippi River between Old River and Donaldsonville, La., and more especially that area between Baton Rouge and Donaldsonville, some serious consideration should be given to a definite

revetment program below the Baton Rouge Bridge. The same yardstick should be applied to the revetment of riverbanks south of the Baton Rouge Bridge as is now used north of the bridge.

The increase in river traffic and larger ships with more power and deeper draft between Baton Rouge and the gulf makes it all the more necessary that a definite revetment program be started without delay south of the Baton Rouge Bridge. This revetment program is necessary to preserve the river in its natural alinement, to protect the levee system and to maintain navigable depths. The $23 million for fiscal year 1958 should be approved in order that such a program may be initiated.

Maintenance

In order that the Mississippi River levees and the bank-protection works may be kept in the very best condition possible to withstand a superflood, and that the east and west Atchafalaya Basin protection levees, where they are deficient in grade and section due to unstable base conditions, be raised and section increased to support the increased grade, it is necessary that ample funds be provided for this work. Therefore, it is requested that the $17 million asked for this work be approved.

Thank you, Mr. Chairman and members of the committee.

STATEMENT OF M. E. WARD

Mr. WARD. Mr. Chairman, I am M. E. Ward of Vicksburg, Miss., and I wish to file a statement on behalf of the Vicksburg Harbor project.

(The statement referred to follows:)

STATEMENT IN SUPPORT OF REQUEST FOR APPROPRIATION FOR THE VICKSBURG-YAZOO PROJECT (AUTHORIZED BY 2D SESS., 83D CONG.) SUBMITTED BY THE WARREN COUNTY BOARD OF SUPERVISORS, THE WARREN COUNTY PORT COMMISSION, THE CITY OF VICKSBURG, AND THE VICKSBURG CHAMBER OF COMMERCE

We would like to make a report at this time of the progress that has been made in connection with the above project. Briefly this involves the dredging of an adequate harbor in Warren County, Miss., immediately adjacent to the city of Vicksburg, and the construction of terminal facilities and an industrial area by the use of spoil resulting from the dredging operations.

That project, as explained briefly on page 7, paragraph 14, of House Document 85 (83d Cong.), contemplated:

"* * * a plan of improvement involving the construction of an industrial fill of approximately 245 acres at an elevation above flood stage and an adjacent 300- by 12-foot harbor channel located generally along the north bank of Lake Centennial at the southern edge of the Vicksburg-Yazoo area with appurtenant road and railroad approach fills and an approach navigation channel to connect with the existing Vicksburg Harbor * * * the improvements to have an estimated cost to the United States of $3,220,000 * * * and $120,000 to non-Federal interests. Annual charges are estimated at $171,000 of which annual maintenance costs to the United States and non-Federal interests are $21,000 and $17,000 respectively. Annual benefits are estimated at $700,000 based on transportation savings averaging about $3.15 per ton. The economic ratio of benefits to costs is 4.1."

Last year $400,000 was appropriated by the Congress and the Ford Construction Co. of Dyersburg, Tenn., was awarded the initial contract which involved clearing, grubbing, and construction of the retaining dikes for the hydraulic fill and preparation of the approach fill. Work on this contract started immediately after it was let, but was suspended during the period of high water. This work now has been resumed.

Six hundred thousand dollars has been requested for this project in the fiscal 1958 budget and, if made available, the initial phase of the work should be completed in December 1957. Late in fiscal 1958, according to our information, it is intended to advertise for bids for the start of the second phase of the construction work. This would involve the actual start on the dredging of the channel and construction of the hydraulic fill.

Recent estimate of the overall Federal cost of the project is $3,700,000, which compares favorably with the original estimate in 1951 of $3,200,000.

The local obligations are being fulfilled by Warren County in accordance with its commitments to furnish rights-of-way, land for industrial fill and spoils area, etc. To date all of the rights-of-way and land have been acquired either by deed or by the institution of eminent domain proceedings. $90,170.97 has been spent by the county on the actual purchase of lands by deed and $70,000 has been deposited in the registry of the court for the payment of lands on which condemnation proceedings are still pending. In addition thereto, the county has spent other sums for engineering data, legal work, etc.

Adequate financing of the project by the local interests has been assured by the passage of State legislation permitting the establishment of a port and harbor fund through the joint contributions by the county of Warren and the State of Mississippi.

The local interests have enthusiastically supported this program and a great deal of favorable interest has been shown by the citizens and communities of eastern Louisiana and western Mississippi, which will benefit greatly from this project. Although no attempt has been made as yet to interest prospective users of the sites which will be available, there has been a considerable number of inquiries made by firms which are interested in availing themselves of the benefits of these harbor facilities. These inquiries would indicate that our estimate of the increase of waterborne traffic have been conservative.

The Mississippi River has now become one of our Nation's main arteries of commerce. River traffic is increasing by leaps and bounds. Constant inquiries are being received from people who want to use the river for transportation purposes, but there is neither sufficient land available nor adequate terminal facilities to permit full use of this great river with its extensive tributaries.

We are attaching to this brief a condensed statement of pertinent data regarding this harbor project which will give a quick explanation of its nature and expected benefits. Large sums of money have been spent in the past by both Federal and local governments to stabilize the river in order to eliminate the threats of flood and broaden its use as an artery of commerce. The completion of projects such as these complements the work that has heretofore been done and will repay its cost many times over. Not only will it serve to ensure adequate and inexpensive transportation during times of peace, but it will be a tremendous asset in the event of strife by the development of a safe and secure inland transportation network.

PERTINENT DATA REGARDING PROPOSED VICKSBURG HARBOR PROJECT

1. Principal components of the proposed project:

(*a*) A harbor channel along the south side of the industrial fill (12 by 300 feet minimum).

(*b*) An approach navigation channel (12 by 150 feet) connecting the harbor channel to the existing Vicksburg Harbor (Yazoo diversion canal). Distance along the Yazoo diversion canal to the Mississippi River is approximately 2¾ miles.

(*c*) An industrial site along the north bank of Lake Centennial consisting of a fill 1,000 feet wide and about 10,700 feet long at crown, consisting of about 245 acres.

(*d*) Highway and railroad approaches to the industrial fill from the existing adjacent transportation facilities.

2. Principal construction features:

(*a*) Harbor channel:

Channel to be excavated:

(1) Length: 9,550 feet.

(2) Width and depth: As necessary to obtain material for industrial fill. Minimum of 300 feet at elevation 27 feet, mean sea level.

(3) Excavation:

Dredge: 14,660,000 cubic yards.

Land equipment: 2,840,000 cubic yards.

Channel to be maintained:

(1) Length: 9,550 feet.

(2) Width: 300 feet.

(3) Depth: 12 feet.

(*b*) Approach navigation channel:

(1) Length: 4,850 feet.

(2) Width: 150 feet.

(3) Depth: 12 feet.

(4) Excavation:
Dredge: 1,880,000 cubic yards.
Land equipment: 120,000 cubic yards.
(c) Industrial fill:
(1) Gross yardage in hydraulic fill: 15,540,000 cubic yards.
(2) Elevation of top of fill above mean sea level:
Centerline: 113.0 feet.
Edges: 112.5 feet.

In the construction of the industrial fill, it is estimated that 17,500,000 cubic yards of material will be required to be dredged and hauled from the harbor channel, including allowances for consolidation, loss of fines, and wastage.

(d) Highway and railroad approach (rolled fill): Gross yardage, 337,000 cubic yards.

3. Time for construction of project: It is estimated that a period of an additional 3 years will be required for completion of the project. During the first year of construction, $400,000 will have been spent in clearing and grubbing of the harbor and approach channel areas, clearing the industrial fill area, clearing the approach fill area, the initiation of construction of the approach fill and retaining dikes for the industrial fill, and in excavating the drainage ditch along the north side of the industrial fill. $600,000 is needed for the fiscal year 1958.

4. Estimated time required for fully occupying the area with industry: 25 years.

5. Assumed life of the project: 50 years.

6. Total average annual increase in waterborne commerce to be expected as a result of the proposed harbor development is 223,000 tons, which is a conservative figure, representing only about 48 percent of the total possible tonnage as estimated by local interests. The total average annual savings in transportation costs involved in the movement of the above tonnage are estimated at about $700,000.

7. Approximate area to be served by the project consists of 6,000 square miles in west central Mississippi and northeastern Louisiana.

8. Principal crops in this area: cotton, corn, oats, alfalfa and vegetables.

9. Important industries in the area are sawmills, plants for processing cotton, fabricating steel, and the manufacture of cement, fertilizer, chemicals, lighting fixtures, house trailers, offshore drilling rigs and furniture. Timber, cattle raising, and dairying are also important industries, as well as oil development resulting from the recent discovery of oil about 25 miles east and 20 miles north of Vicksburg, and from the fact that one of the principal oilfields in Mississippi is located about 35 miles northeast of Vicksburg. Other oilfields are located about 45 miles south of Vicksburg with numerous fields in eastern Louisiana.

STATEMENT OF LANCASTER W. COLLENS

Mr. COLLENS. I am Lancaster W. Collens, president of the Greater Baton Rouge Port Association, a civic association. I would like to present this statement.

(The statement referred to follows:)

Mr. Chairman and gentlemen of the committee, I am Lancaster W. Collens of Baton Rouge, La., and I am appearing before you as the representative of a civic association, the Greater Baton Rouge Port Association. It is composed of civic workers and public officials of a four-parish area in Louisiana coincident with the jurisdiction of the Greater Baton Rouge public port. Our mission is to support all worthwhile developments in the interest of water-borne commerce and the port. In business, I am a partner in the insurance company of Hearin, Collens, and McInnis, in Baton Rouge.

Our association has authorized me to appear in support of the Baton Rouge Barge Channel project, which we believe is the "key" to the development of the Greater Baton Rouge port in a manner that will allow it to serve adequately the needs of the vastly increased water-borne commerce of the deep-water section of the Mississippi River.

We have campaigned long and hard to obtain the cooperation of all the elements in our area toward establishing maximum local support of this Federal project, which was authorized in 1946 by Public Law 525 of the 79th Congress.

We believe that this year conditions are ideal, from the Federal standpoint, for getting this job done with the least expense to the United States. Other testimony before you indicates that a competent public agency has pledged to

the Federal Government the sum of $750,000 in matching funds, or half the scheduled Federal expense of $1,500,000 involved in digging the presently authorized 2½ miles of the projected 5-mile channel. The balance of the channel is not to be installed until some future time when need is proven.

In addition, the local public agency, the Greater Baton Rouge Port Commission, is committed to obtain all the necessary rights-of-way, and to build a public terminal upon the channel. While it had originally earmarked $500,000 for the terminal, it is now apparent that the terminal will cost upwards of $1,500,000. The port commission already has obtained binding pledges of all the right-of-way needed for the channel and spoil area from the property owners. The property owners have donated this land in anticipation that the Federal Government will act without further delay to construct this project, authorized 11 years ago.

Thus, it is apparent that the Federal expenditure for the channel will be approximately $750,000, while the local cost will be well in excess of $2 million. Since our port commission issues only revenue bonds, and since its financial commitments necessarily change from year to year, we fear that the offer to the Corps of Engineers to split the cost of the channel might at some future time have to be withdrawn by the port should financial circumstances change, and should the Congress not act at this time.

Therefore, as local citizens who are familiar with local limitations, we urge that the Congress appropriate $750,000 for the next fiscal year to get this project completed. We respectfully suggest that the interests of economy, as well as those of water-borne commerce, will be best served by action now, when the Federal expense will be at a minimum due to unusual and generous local cooperation.

Thank you, gentlemen, for your courtesy.

STATEMENT OF T. A. PREWITT

Mr. PREWITT. Mr. Chairman, I am T. A. Prewitt of Tillar, Ark., a farmer.

Mr. RABAUT. I remember you.

Mr. PREWITT. I am filing a statement in regard to the Boeuf-Tensas Bayou Macon project.

(The statement referred to follows:)

STATEMENT OF T. A. PREWITT, TILLAR, ARK.

Mr. Chairman, and members of the committee, my name is T. A. Prewitt and I live at Tillar, Ark. I am the owner of land in Desha County, Ark., and am familiar with the area and its problems, particularly with respect to the inadequate drainage of accumulated surface waters.

We landowners of this area have closely followed the progress of the Boeuf-Tensas Bayou Macon project because such project will be of tremendous benefit to us when it is completed. The people of Desha and Lincoln Counties, however, have received very little benefit from the project to this time because of the great amount of construction work remaining to be done in these counties. An unusually large amount of rain fell on southeast Arkansas, including these counties, during the spring of 1957. If this project had been nearer completion, much of the damage caused by the accumulation of surface water would have been averted. If considerable progress is not made toward completion of the project in this area during the next year, we can expect more losses due to water standing on cultivatable lands.

It is hoped, therefore, that in order to avoid any curtailment of work on this vital project, your committee will recommend an appropriation of as much as was appropriated for the fiscal year 1957 for the Boeuf-Tensas Bayou Macon project.

Mr. JENSEN. Mr. Chairman, the record should show that Congressman Gathings has been here.

STATEMENT OF REPRESENTATIVE PAUL C. JONES

Mr. RABAUT. We have next Mr. Paul C. Jones of Missouri.

Mr. JONES. Thank you, Mr. Chairman. I have a short statement I would like to read.

Mr. Chairman and gentlemen of the committee, my name is Paul C. Jones. I am the representative from the 10th Missouri District, which includes the city of Cape Girardeau.

I am here today to present a statement, prepared by Mr. R. B. Oliver, Jr., of Cape Girardeau, on behalf of the Main Street Levee Improvement District and the North Main Street Levee Improvement District, which statement is self-explanatory.

Briefly, his statement summarizes the flood control project, authorized by House Document 204, 81st Congress, 1st session, providing a plan for the protection of the city of Cape Girardeau from overflow by the Mississippi River.

Already Congress has appropriated $1,958,000 for this project, which is progressing according to plan, and the Bureau of the Budget has approved an appropriation for an additional $1,300,000, which will permit the placing under contract obligation by the Corps of Engineers the work that needs to be done to insure completion of the project in the most efficient and most economical manner.

I am here today merely to call to the attention of your committee the desirability, as well as the need and necessity for the requested appropriation to continue the construction of the levee protection, which previously has been approved by this Congress, and for which prior appropriations have been made.

I thank you for the courtesy of permitting me to appear and present the statement of Mr. Oliver on behalf of the organizations which are participating in and cooperating with the United States in this project.

Mr. RABAUT. Very well, Mr. Oliver's statement will be included in the record.

(The statement referred to follows:)

IN RE CITY OF CAPE GIRARDEAU FLOOD PROTECTION, HOUSE DOCUMENT 204, 81ST CONGRESS, 1ST SESSION, PUBLIC LAW 516, 81ST CONGRESS, 1ST SESSION

Mr. Chairman and gentlemen of the committee, my name is R. B. Oliver, Jr., and I reside at Cape Girardeau, Mo. This statement is being presented in behalf of Main Street Levee Improvement District and North Main Street Levee Improvement District, both of which are political subdivisions of the State of Missouri, organized for the sole purpose of cooperating with the United States of America in securing flood protection for that part of the city of Cape Girardeau, Mo., within their respective districts.

Cape Girardeau, as you well know, is located on the west bank of the Mississippi River in the State of Missouri, and is the largest city on the west bank of that mighty river south of St. Louis. House Document 204, 81st Congress, 1st session, provided a plan for the protection of the city from overflow by the river. That plan has been implemented by appropriations by previous sessions of the Congress aggregating $1,958,000.

All of the requirements made by the Government have been complied with with respect to obtaining right-of-way, payment of contributions by the local interests and the other usual requirements now made by the Corps of Engineers.

Approximately 39 percent, costwise, of the proposed improvement has either been completed or is under contract obligation. An additional 26 percent, we understand, is proposed to be put under contract obligation by the Corps of Engineers during the coming fiscal year. When the contracts are let, a total of 65 percent, costwise, of the proposed improvements will be under contract obligation.

The Corps of Engineers inform us that if funds are made available by the present Congress in the amount of $1,300,000, they will be able to place all of the above work under contract obligation within the coming fiscal year. However, additional funds in the amount of approximately $1,767,000 will be required in subsequent years to complete the project as designed.

The need and necessity for the construction of the proposed improvements has heretofore been demonstrated to the satisfaction of the Congress. On behalf of the 2 districts, we respectfully urge that $1,300,000 be now made available to the Corps of Engineers for continuing the construction of the levee protection for the city of Cape Girardeau, to the end that the economic completion of the work may proceed.

Respectfully submitted.

OLIVER & OLIVER,
By R. B. OLIVER, Jr.,
Attorneys for Main Street Levee Improvement District, North Main Street Levee Improvement District.

GREATER BATON ROUGE BARGE CANAL, COMMONLY KNOWN AS DEVILS SWAMP

STATEMENT OF REPRESENTATIVE JAMES H. MORRISON

Mr. RABAUT. Congressman Morrison, of Louisiana, would you like to make a statement.

Mr. MORRISON. This canal was authorized in 1946, and in 1950 $500,000 was appropriated by Congress for the initial construction of the canal, but due to the Korean conflict, President Harry Truman vetoed the appropriation bill.

Since that time, the people of Louisiana who were interested in the canal, complied with the performance of the act of 1946, which was:

1. To assure all rights-of-ways free of charge to Congress.
2. To hold and save Congress free from any damages during the construction of the canal.
3. To build the tunnel facilities open, free, and equal to all.

In 1956 Congress approved $50,000 planning money for the engineering and designing of the canal. All of the engineering details of the canal are completed and approved by the United States Corps of Engineers and they now stand ready to construct the canal. Due to the tremendous growth and the increased shipping traffic in the harbor of Baton Rouge, it is felt that every effort should be made to construct this canal to enable the barges to get out of the swift current of the river.

So with this view in mind, the Greater Baton Rouge Port Commission has taken an unprecedented step by agreeing to participate to the extend of 50 percent of the total cost of the first phase, which is 2½ miles, or, in other words, they have agreed to expend $750,000 in matching funds to get this project under way immediately, because this will be the only slack-water barge canal between Vicksburg, Miss., and New Orleans, which is a total distance of 332 miles.

STATEMENT OF REPRESENTATIVE OTTO E. PASSMAN

Mr. RABAUT. At this time we will be happy to hear from our colleague, Congressman Passman, of Louisiana.

Mr. PASSMAN. Mr. Chairman, and members of the committee, I am grateful for the opportunity of appearing before you in support

of an adequate appropriation for the continuation of vital flood-control work on the lower Mississippi River and its tributaries.

At the outset, I would like to repeat what I have said in appearances before the members of this committee in previous years. The lower Mississippi River and its tributaries project will provide the basis for developing one of the most important areas of the United States. Completion of the project will benefit the economy of the entire Nation. As work on the project progresses, floods which have claimed hundreds of livs and have caused damage and property losses in the billions of dollars and caused untold suffering for thousands of citizens in the immediate area are being eliminated and controlled.

Plans for the work on this project were initiated more than a quarter of a century ago, and are now approximately 80 percent complete. An adequate appropriation for the lower Mississippi River and its tributaries for fiscal 1958 will insure the progress which has already been made on the project and will make it possible for work which has not been completed to be continued. It would actually be an economy to provide sufficient funds for fiscal 1958 for this project which has a benefits-to-cost ratio of more than 5 to 1.

You have heard many witnesses testify to the fact that the overall project could be carried on with the $59 million recommended in the budget for fiscal 1958. The Corps of Engineers could use advantageously an amount greater than the amount recommended by the budget for this project in fiscal 1958. However, in view of the widespread demands for economy, and the fact that the Congress will no doubt heed these demands, I would like to urge that the members of the committee recommend the appropriation of the budget figure of $59 million for the lower Mississippi River and its tributaries project for fiscal 1958.

There is one phase of the overall project that I would like to call to the particular attention of the members of the committee, and that is the 9-foot channel in the Ouachita River. Although the budget's figure for this project includes an amount for advance engineering and design work for the authorized 9-foot channel, no funds have been recommended for beginning construction of the channel. I would like to urge that the members of the committee give some thought to an appropriation for construction on this project, which will encourage industrial and economic development in the Ouachita River Valley.

Mr. Chairman, may I again thank you and the members of the committee for hearing my statement on behalf of the lower Mississippi River and its tributaries appropriation and again urge your favorable consideration of the budget request of $59 million for this project for fiscal 1958.

THURSDAY, MAY 16, 1957.

COLUMBIA RIVER PROJECTS

WITNESSES

C. A. ERDAHL, PACIFIC NORTHWEST UTILITIES CONFERENCE COMMITTEE
D. R. McCLUNG, EXECUTIVE VICE PRESIDENT, PACIFIC POWER & LIGHT CO., PORTLAND, OREG.
BYRON K. TAYLOR, ASSISTANT SUPERINTENDENT, EUGENE WATER AND ELECTRIC BOARD, EUGENE, OREG.
DAN McGILLICUDDY, SECRETARY, GRAYS HARBOR PUBLIC UTILITY DISTRICT, ABERDEEN, WASH.
ROBERT D. YEOMANS, SECRETARY, WASHINGTON WATER POWER CO., SPOKANE, WASH.
THOMAS W. DELZELL, CHAIRMAN OF BOARD, PORTLAND GENERAL ELECTRIC CO., PORTLAND, OREG.
FRANK JAEGER, SECRETARY, COWLITZ COUNTY PUBLIC UTILITY DISTRICT, LONGVIEW, WASH.

Mr. RABAUT. We will be glad to hear next from Mr. Erdahl.

Mr. ERDAHL. Mr. Chairman and members of the committee, my name is C. A. Erdahl, and I am chairman of the Pacific Northwest Utilities Conference Committee.

We have with us today 6 or 7 representatives from the Pacific Northwest, and we represent about 70 to 75 percent of all the electric consumers in the west group area of the Northwest power pool.

We have Mr. D. R. McClung, executive vice president, Pacific Power & Light Co., Portland, Oreg.; Mr. Bryon K. Taylor, assistant superintendent, Eugene Water and Electric Board, Eugene, Oreg.; Mr. Dan McGillicuddy, secretary, Grays Harbor Public Utility District, Aberdeen, Wash.; Mr. Robert D. Yeomans, secretary, Washington Water Power Co., Spokane, Wash.; Mr. Thomas W. Delzell, chairman of the board, Portland General Electric Co., Portland, Oreg.; and Mr. Frank Jaeger, secretary, Cowlitz County Public Utility District, Longview, Wash.

What I would like to do, if I may, Mr. Chairman, is read this general statement to set the stage. I would like to refer to these charts following that, if I may.

Mr. RABAUT. All right.

Mr. ERDAHL. This is the 11th year that the Pacific Northwest Utilities Conference Committee has been privileged to meet with you relative to the participation of the Federal Government in our task of providing an adequate power supply for the people of the Pacific Northwest.

The conference committee needs no introduction to some of you but, for the record, it should be stated that it is composed of representatives of non-Federal electric utilities of the region, both publicly and privately owned, which are connected to the west group of the Northwest power pool. This representation is at the management level.

The group was organized over 10 years ago with the hope of accelerating the program for development of our electric-power resources.

We have appeared here annually since that time to discuss with you the Federal Government's appropriations for power development in our region, and we are here again now for that purpose.

This year's budgeted appropriations for new power facilities in the Pacific Northwest in total represent a marked decrease under the levels of appropriation enjoyed by the region in past years. We are fully aware and sympathetic to the desire of the Congress to reduce Federal expenditures, and have been mindful of that purpose in our examination of the items included in the budget.

It seems to us that the development program of the Federal Government concerning the water resources of the Columbia River Basin is not yet completed and, in appraising the level of appropriations for new power facilities for fiscal year 1958, we are wondering if this drastic cutback may not be a little too severe.

We are, therefore, recommending a very modest increase in the total of the appropriations, which will be more fully explained in the items that follow:

BONNEVILLE POWER ADMINISTRATION

Our industry has examined the Bonneville Power Administration's budget covering new construction in detail. We find that the construction budget does not contain any proposed construction that predates the time of need. We recommend approval of the item of $30 800,000 for construction.

This statement, Mr. Chairman and gentlemen, was made before the cutback of that $5 million figure, and the utilities that are here represented that would be affected are in agreement that the items can be delayed for a year or 2 or 3, possibly, without any serious effect on the type of service that will go to these utilities.

Bonneville's item of $8,630,000 for operation and maintenance is also reasonable and is recommended for your approval. We find that it is adequate at a minimum level consistent with the contractual obligations of the Administrator.

CORPS OF ENGINEERS

Chief Joseph: This project is in the final stages of construction and the item of $4,800,000 is adequate at a minimum level and is recommended for approval.

The Dalles: Construction work on this project has advanced to where the pool behind the dam has been formed, thereby permitting improved navigation. Installation of generating units is proceeding on schedule. We believe the $19 million item in the budget to be adequate at a minimum level and will permit maintenance of the generator installation schedule now proposed. We recommend approval of this item in full.

Ice Harbor: We do not believe the $18,500,000 proposed for this project to be adequate. This project is on a schedule which would bring the first generator into production in December 1961. The limitation of appropriations to the proposed budget level will expose this project to the possibility of delay with the result that the first generator might not be brought into production until after the

peak load season of 1961–62. This capacity is urgently needed, and in order to insure that the project can be kept on schedule we are recommending an increase in the appropriation for Ice Harbor of $6,500,000. Your favorable consideration of this request is urged.

Hills Creek: The item of $4,800,000 for this project is adequate at a minimum level and is recommended for your approval.

Cougar: The proposed appropriation of $6,570,000 is adequate at a minimum level, and your favorable consideration is recommended.

Lower Monumental: Funds of $200,000 have been recommended in the budget. This is considered by us to be inadequate.

It is highly important that this project be started at the earliest possible date, and we are informed that it is physically possible to complete the planning during the next 2 fiscal years. This would enable a start of construction to be made during fiscal year 1960. In order to complete the planning during the next 2 fiscal years a total of $930,000 in fiscal year 1958 will be needed. This would represent an increase in the budgeted item of $730,000. We recommend such an increase.

Green Peter: This project should be put into construction during fiscal year 1959. This schedule would then require that planning be completed during fiscal year 1958. A total of $225,000 has been budgeted for this project which would not permit the planning to be completed next year. A total of $50,000 should be available, which would mean an increase in the budgeted item of $275,000. Such an increase is urged for your favorable consideration.

The omission from the budget of funds for the start of construction on the John Day lock and dam on the Columbia River between Oregon and Washington seems to us to be extremely serious. Planning on this project will be virtually completed during the current fiscal year. The urgency of an early start on this project was pointed out by this group to the last Congress, and this urgency was recognized by the appropriation of approximately $1 million additional planning money over and above the budgeted item. To fail to make a prompt start on the construction of this very important facility is to us a matter of grave concern.

This important interstate project was authorized for construction by the Federal Government in 1950. It is the last unit in a series of river developments already made by the Federal Government. It is in fact the last of the main stem Columbia River plants to be built within the United States. All other sites have been constructed, licensed by the Federal Power Commission, or put under permit.

This project is close to important load centers. The John Day facilities will provide the final link in the navigation works of the lower Columbia River. The stretch of the river so improved is not far removed from one of the region's great seaports. It has important flood-control benefits. It is a project capable of producing power at low relative cost.

The Corps of Engineers has estimated that it will take 8 years to complete the project after a start on construction is made, which would bring the project into production at a time when the region will be facing an overall energy shortage. We are unanimously agreed that this project should be started immediately as a Federal project.

During the first year of construction an appropriation of $8 million will be needed.

The people of the inland portions of our area need the improved navigation as an element of their economy. The people of the lower Columbia Valley need the improved flood control afforded. The interest of the customers who depend for electric service on the electric utilities of the Pacific Northwest makes it most urgent that the Federal Government undertake this construction at the earliest possible time.

To us who are engaged in the distribution of electric energy to consumers it is very apparent that we have a utility responsibility to our people. They look to us for an adequate and liberal supply of the vital energy upon which our economy is built.

This responsibility to our people can only be discharged through the creation of new electric facilities at a rate which will keep pace with the growth in the demand for more and more power.

At the outset we should like to invite your attention to the fact that we are not here proposing that the Government do it all. On the other hand, no one is proposing that the Government get out of the power field. We need all the Government help possible of attainment. We need every Federal dollar available.

No; we do not propose that the Government do it all nor do we want it that way. Our non-Federal utilities are doing their share, too, and it may interest the Congress to know about some of those non-Federal projects:

The Washington Water Power Co. is building the Noxon Rapids project on the Clark Fork.

The Grant County Public Utility District is building the Priest Rapids project and will build Wanapum on the main stem of the Columbia.

The Chelan County Public Utility District is building the Rocky Reach project also on the Columbia.

The Portland General Electric Co. is building the Pelton project on the Deschutes, the North Fork project on the Clackamas, and installing additions to its Cazadero plant, also on the Clackamas.

In spite of many continuing difficulties, the city of Tacoma is underway with their projects on the Cowlitz River.

The Pacific Power & Light Co. in building Swift Creek No. 1 and adding to its Merwin plant. Both of these projects are on the Lewis River.

Cowlitz County Public Utility District is building Swift Creek No. 2 on the Lewis River.

The city of Seattle is constructing the high gorge dam on the Skagit River.

Puget Sound Power & Light Co. is adding to its Snoqualmie plant and building upper Baker and additions to its Baker River plant.

These non-Federal agencies and others are in the planning state on additional projects.

For example, the city of Eugene is trying to clear the way for a start on their Beaver marsh project.

Wahkiakum PUD is planning their Gray's River plant.

All in all, the non-Federal utilities now have under construction or under license from the Federal Power Commission a total of 5,400,000 kilowatts (nameplate rating) of new electric generation, which, over a period of years, could increase our dependable capacity by 3,700,000 kilowatts.

We are endeavoring to do our share.

But all of this new generation is still not enough to keep pace with the growing demands for more and more electric power.

Our population is still growing. Our people are finding new ways to utilize electricity in their economy.

There have been established here in the Pacific Northwest, at the encouragement of the Federal Government, essential defense related industries of a type that use substantial blocks of power. These industries, principally electrometallurgical and electrochemical, contribute greatly to the security and economy of all parts of our country.

We have just taken a new look at our requirements. In December 1956 at the request of several of the Federal agencies, we made a reappraisal of the present and future loads on our combined systems.

We would like at this time to hand to the committee a reference copy of this analysis. We also hand to each member of the committee, for information purposes, a summary of this report.

All the utilities in the west group area of the power pool put together this report, it is a very detailed report of our loads and resources in the area for a 10- or 11-year period. These are summary reports that some of you may be interested in having. If you are, they are here for your information and benefit.

Mr. RABAUT. I notice you talked about the John Day project. You know, that pool has been cut down from 2 million acre-feet to 500,000. I believe that is going to require some revision of the authorization.

Just talking about expenditures, in the State of Washington we have authorized $39,464,600, in Oregon $46,460,500, making a total of $85,925,100, and when you add Bonneville to that $34 million plus, you get over $120 million. That is without reclamation projects.

Mr. ERDAHL. We are very grateful for what we have received. We appreciate the problem you have but we feel that some of these projects that the Federal Government has authorized should be built by the Federal Government, to meet the load growth or we feel in all fairness that there should be some plan set up so that the projects can be built.

If it is acceptable, I will finish this statement.

The estimates of future loads shown therein have been made by each of the utilities and have been properly correlated and totaled. The resources included in the report are those projects in existence, under construction or under license by the Federal Power Commission. Some of these projects may not be completed on schedule.

This new load forecast is the most alarming of any we have had to date. In no future year will there be enough power to take care of all of our requirements if we should have a minimum water year. Where a region is dependent upon hydropower all estimates have to take cognizance of the possibility of a year of extremely low water conditions during the peak-load season.

Without water there is no power and no employment.

About 5,000 men were out of work a part of this last winter because, even though we had a better than median water year during a period of temporary low water there was not enough power to keep them all in jobs.

To get the power supply of our region back in gear with the growth of our load and with the security needs of our country is going to take the maximum effort of both the Federal and non-Federal agencies.

We suggest to the Congress that any preventable delay in the start of proposed new power generating facilities is highly adverse to our region.

We again urge that the Corps of Engineers be authorized to continue to work with the other governmental agencies, local and Federal, as are indicated to solve the fish problems. Whatever funds are required for this work should be provided.

We point out to the Congress the need for prompt development of all practical headwater storage both within the United States and in Canada. We urge that the appropriate agencies be authorized to make all necessary studies and that any required funds be provided.

We assure the Congress of our complete cooperation and express our thanks for this opportunity to consult with you about our mutual problems.

Adopted by Pacific Northwest Utilities Conference Committee in meeting at Longview, Wash., March 29, 1957.

LOCAL PARTICIPATION

Mr. JENSEN. There was a time when you folks were willing to build the John Day Dam. Are you still willing to put some money in that dam?

Mr. ERDAHL. There are several of the utilities who have made certain suggestions, both public and private utilities in the area. But we can only assume that when Congress did not act on them, that they were not interested in that type of approach. But I think if the Congress is interested in some kind of plan, I know you will find a lot of interest in the people out there to cooperate and see that the project is put on the line at the earliest possible time.

I am sure that represents the thinking of the big majority of our people.

Mr. JENSEN. Do the utilities in that area have any kind of plan or proposition that the Congress might consider, that this committee might consider? After all, you know, we are having quite a time with this American public about now. They are insisting that we cut and cut deep. If private industry will finance and build these necessary plants, those that are feasible and proper for private industry to build, I can assure you that the Congress will give those propositions due consideration. Have you any plan?

Mr. ERDAHL. There have been one or two proposals submitted to the Congress and the committees they went before apparently were not interested enough in them to bring them out for the Congress to act upon them.

I might remind Mr. Jensen and the committee that you will recall the Priest Rapids project was deauthorized by the Congress and the Grant County Public Utilities District in cooperation with all the public and private utilities are bulding that project.

I think there are acceptable plans, but frankly out there we do not know what type of approach or plan would be acceptable to the Congress because it will take action on the part of Congress before anything can be done locally, either to develop a Federal project or to deauthorize it on some basis or finance it on a basis.

I am sure that financing can be arranged if we know just what kind of a plan to go forward on.

Mr. JENSEN. Of course, we cannot possibly know, without a plan, without a proposition, whether or not we should consider permitting private industry to go ahead and build not only this dam but other dams. They have to make a proposition to us.

Years ago you fellows used to make propositions to us, but then there came a time you were sort of on your knees and you could not get sufficient financing to go forward with some of the projects you were wanting to build. But now I understand you are kind of back on your feet again in pretty good shape.

I, for one, expect private industry to do everything they possibly can to assist the Federal Government in this great problem of furnishing sufficient power for the people. I think as time goes on the American people are going to feel very kindly toward private industry that will stand up and say, "We will do this job ourselves with our shareholders' money."

Mr. ERDAHL. I assume, Mr. Jensen, you mean by private industry the non-Federal local utilities, public and private.

Mr. JENSEN. That is right, just so we do not have to appropriate it out of the Federal Treasury, which is groaning under a terrific load right now.

I wanted to throw that out, Mr. Erdahl. I have always had high regard for you and all your men who are associated with you.

Mr. ERDAHL. Thank you.

Mr. JENSEN. We have had our hassles in the past and no doubt we will have some more. That is the way we operate here in this America of ours, and finally come to a satisfactory conclusion.

I am sincere in this. I do not want private industry, which has made America great, to duck their responsibility and try to unload their responsibility on to the Federal Government. I hope you folks are not attempting to do that. I note you are asking for increased appropriations for the Corps of Engineers in several instances. They appeared before the committee with their budget request and they asked for the amount of the budget. I am wondering if they cannot get along very famously with what they asked for.

After all, I do not think you will find this Congress appropriating much more money than the budget requested. In fact, we are cutting most every department.

So I am just a little surprised to see you here asking for these additional funds.

Mr. ERDAHL. On that John Day project our problem is this. We feel we have to support whatever program will get that project on the line at the earliest possible time. We felt that coming to you and talking as a Federal project, if the Congress was inclined that way, we would urge it to get going as rapidly as possible. If the Congress is not inclined to go along on that basis, I think most of our people will agree with you and we would hope that the Congress might. I do not know, as you suggest, assign some Government agency, the Corps of Engineers, or instruct them to work out some kind of a plan with the utilities that are interested.

Mr. JENSEN. Would you folks be willing to work with a Government official who is skilled in the art of this nature that you have to deal with all the time in ascertaining whether or not you should build a project or whether the Federal Government should build a project

and how much it is going to cost, and so on? Would you be willing to work with such a person possibly looking toward the private utilities building not only the John Day but other projects in the Northwest?

I understand the private utilities have a complete working understanding now and a very satisfactory understanding with the Bonneville Power Administration and with the public utility districts. It is going to take all the money that the Congress will appropriate and that the private utilities and municipalities and public utility districts have in order to get enough power for the Pacific Northwest area, no question about it.

Mr. ERDAHL. That is right.

Mr. JENSEN. That holds pretty true of every area in the United States.

Mr. ERDAHL. That is right.

Mr. JENSEN. So I am very sincere in the suggestions that I am making.

Mr. ERDAHL. I think, Mr. Jensen, I can speak for the group, that we would be most happy to work with somebody that the Federal Government would set up to see if we cannot work out some of these problems, trying to expedite these projects that either the Federal Government would build, or they would build some of them and some would be left to the local agencies to build, or on some cooperative basis—whatever seems to be an acceptable plan.

I hope I do not leave the wrong impression with this committee, which has been very fair to us over the many years. We want to do everything we possibly can. Our ability to finance is there, but some of these projects that can be built quickly should either be built by the Federal Government—especially where they are authorized; and that is what we are asking for—or work out some plan to see that the projects are built at the earliest possible time.

Mr. RABAUT. Mr. Erdahl, I have a note here that you have 8 or 10 witnesses.

Mr. JENSEN. I am through, Mr. Chairman.

Mr. RABAUT. Are they all going to present statements?

Mr. ERDAHL. They will make very brief verbal statements. I think we will be able to complete within the required time.

Mr. RABAUT. There are about 10 of them. You will have about a minute apiece for them. It is not very much but Mr. Aspinall and others are waiting here now for their turn.

Mr. ERDAHL. I think the balance of this may be put into the record in its entirety.

What I would like to do, then, Mr. Chairman, is to go very briefly to these charts. I think these gentlemen will be cooperative and I think will agree that if they may put their statements in the record, this is more important and we will leave this thought with them.

Mr. RABAUT. That chart is similar to the small ones you gave out?

Mr. ERDAHL. That is right. This is a money chart that we have put together. The yellow is the non-Federal expenditure, public and private; blue, Federal expenditures; and the red is additional funds required for needed projects.

Up to 1957 is what has already been spent, blue by the Federal Government, yellow by the non-Federal agencies. When we come to 1958 you see there is $80 million by the Federal Government, and you will see that the red represents $163 million that is being spent by the non-Federal utilities out in the area.

We are really stepping in and doing quite a sizable job. We have got a deficiency of red in this fiscal year 1958 of $31 million, and it grows each year unless we can get some additional projects in, either by Federal construction or by non-Federal construction.

These are not marked on the chart, but what we have asked for in our statement is for the Federal Government to be kind enough to consider our request for this kind of an increase that would schedule out over the 10-year period on this basis. In other words, in 1958, $95 million, and $138 million in 1959, $156 million in 1960, and $162 million in 1961. Mainly, that is the John Day project we were talking about.

There may be some questions, but quickly we will proceed to this chart. This chart is our load flow chart in 1957 and 1958.

The blue is the dependable capacity we have to work with in an adverse or critical water year. The red is the peak load. Up above here is the interruptible, mostly aluminum, and this is steam we use mostly for standby or emergency purposes.

You can see what a problem we have. We do not have any year in a critical water year that we are able to hold onto the loads. Then, of course, when we get into 1963 and 1964 we drop away very rapidly to the point where we get over here in 1967 and 1968, unless we get some project going, we are going to be 2 million kilowatts short of trying to take care of needs of our people, based on normal load growth in our area.

There are no large blocks of aluminum or electro or chemical.

If there are any questions, I would be glad to try to answer them. The problem on some of these projects, as you know, it takes a project like John Day about 10 years to get completed and get on the line. You have had some experience, Mr. Congressman, down in your area with getting some of these projects going and getting them completed. They do not do a darned bit of good until the generators begin to grind out a little bit of electricity.

I appreciate the time. I am going to call on these fellows just for the purpose of saying hello and putting a statement into the record if they may and then just a brief statement.

STATEMENT OF FRANK JAEGER

First, I will call on Mr. Frank Jaeger, who is secretary of the Cowlitz Public Utility District.

Mr. RABAUT. Mr. Jaeger, we are pleased to hear you.

Mr. JAEGER. Thank you, Mr. Chairman. Members of the committee, may I introduce this for the record?

(Mr. Jaeger's prepared statement follows:)

STATEMENT OF FRANK JAEGER, SECRETARY OF BOARD OF COMMISSIONERS, PUBLIC UTILITY DISTRICT NO. 1 OF COWLITZ COUNTY, WASH.

My name is Frank Jaeger, I am an elected commissioner and secretary of the board of commissioners of Public Utility District No. 1 of Cowlitz County, in the State of Washington.

Cowlitz County is located in southwest Washington bordering on the Columbia River, about 40 miles from the mouth of the river. It has substantial agriculture, but the payrolls of industry constitute the principal income of our people. The industries include manufacturing, pulp and paper mills, aluminum reduction, and shipping.

The public-utility district for which I am speaking today serves the entire county with electric energy and portions of it with domestic water. The com-

bined electric and water customer totals are now approaching 22,000. The utility last winter experienced a peak electric load of 120,620 kilowatts.

Our electric-energy supply comes at the present time from the Federal system and from a small steam-electric generating plant which we own and operate.

The board of commissioners of the district has been very conscious of the responsibilities we have to our customers, and since between 99 and 100 percent of the dwellings in the county are connected to the district's lines we can correctly say that our responsibilities are directly to the county as a whole. The very basic economic welfare of our people, dependent as they are on wheels of industry turned by electric power, is a responsibility of ours. An adequate supply of electric power with us, as with them, is a must.

The growth of our county and the improvement of the economic status of our people depend upon the availability of more electric power. This power has not always been adequately available to us from the Federal system. In fact, our contract with the Bonneville Power Administration places a limitation on our ability to serve new industry by limiting the annual increases in energy taken from the Federal lines.

It has been our misfortune to have lost valuable new industries, which otherwise would have located in our county, simply through the lack of an adequate power supply.

In order to take our proper part in the development of a future power supply for our people, we are now engaging in construction of one hydroelectric generating station and are contemplating the possibility of constructing a second such plant. We have entered into a cooperative program with a large private utility of the area in the comprehensive development of the power resources of the Lewis River, which borders on our county. We are spending very large sums of our money to help to assure our people of a future power supply. We are doing our part.

But we need the continued help of the Federal Government in three essential ways: Construction of additional power facilities, the continued development of a high-voltage transmission grid for the delivery of power to us from distant points, and the creation of headwater and upstream storage facilities to lessen the danger from annual flooding of the Columbia River.

Let me touch on this last point first. In 1948 we had a very disastrous flood of the Columbia River in the month of June. It ruptured dikes in our area, flooded out much of our best farming land, halted nearly all industry for more than a month, and caused damage and losses from which the county has not yet fully recovered. With the construction of the headwater storage necessary in order to realize our greatest electric-power potentials on the Columbia River, these floods can be controlled and this annual hazard to our economic life eliminated. The objectives of increased power supply and flood control go hand in hand.

The Federal transmission system will be of greater value to us in the near future than it has ever been before. We have contracted with the Grant County Public Utility District for a share of the power from the great Priest Rapids project that utility is constructing. This power will be brought to us through the Federal network, and we will pay the Government for this service. Such a network will make possible the non-Federal construction in the future of hydroelectric facilities which otherwise would never be built. We urge its further development as need warrants.

Our greatest need is electric power, and in this task the continued help of the Federal Government through an orderly construction program of those power projects properly within the field of Government construction has our sincere approval. We believe that the job of full development of our power resources is so big that it is going to take the combined efforts of the non-Federal utilities plus those of the Federal Government.

We have joined in the statement of the Pacific Northwest Utilities Conference Committee because it clearly sets forth the need for this type of joint effort. We particularly urge a prompt Federal start on the John Day project.

In urging the continued help of the Federal Government through adequate appropriations, we feel that we can do so with a clear conscience for we ourselves are doing our share of the great job of providing the necessary power supply for our people. We now ask the Congress to enable the Federal part of this job to be done promptly as well.

Mr. JAEGER. I believe Cowlitz County has certainly taken on its responsibility in the past year, due to the fact that the Cowlitz County

Public Utility District will be the first utility publicly owned to join with a private utility in building a dam on a partnership basis whereby they both own a part of it. We went into this, recognizing that we have a responsibility to the area for the promotion of more power. Thank you, gentlemen.

STATEMENT OF D. R. M'CLUNG

Mr. ERDAHL. Thank you. Next I will call on Mr. D. R. McClung, executive vice president of the Pacific Power & Light Co.

Mr. MCCLUNG. Gentlemen, I would like to say a word about John Day and Pacific Power & Light's position with relation to that project.

During the last session of Congress a bill was introduced providing for local participation by both public and private agencies in the financing of the project, to the extent that the only appropriation needed by the Federal Government would be for the navigational facilities.

That bill never got off the ground. If some means could be found to introduce a similar bill or some other type of bill to provide for local participation, Pacific Power & Light would be right behind it. The project is a good one. It should be built. It is close to the load centers. It affords cheap power, and the development should take place.

If the Federal Government does not appropriate money, then we urge that some measure be enacted by the Congress so that the local agencies may play their part.

Mr. ERDAHL. Next, Mr. Robert Yeoman, secretary of the Washington Water Power Co.

Mr. YEOMAN. Mr. Chairman, I have no statement to make. Our company subscribes to the statement made by Mr. Erdahl.

STATEMENT OF THOMAS W. DELZELL

Mr. ERDAHL. Mr. Thomas W. Delzell, chairman of the board of Portland General Electric.

Mr. DELZELL. I can file a statement, Mr. Chairman, and leave these for the distribution of the members, if you wish.

(Mr. Delzell's prepared statement follows:)

STATEMENT OF THOMAS W. DELZELL, CHAIRMAN OF THE BOARD, PORTLAND GENERAL ELECTRIC CO., PORTLAND, OREG.

Mr. Chairman, my name is Thomas W. Delzell. I am chairman of the board and chief executive officer of Portland General Electric Co. in Portland, Oreg. My company endorses and supports the statement presented by Mr. Erdahl for the Pacific Northwest Utilities Conference Committee.

The primary responsibility to provide electric power to the people of the Northwest rests, of course, with the operating utilities in the region—either private or local public agencies as the people at the local level may prefer. In order to meet this responsibility, most of these utilities, whether publicly or privately owned, are now engaged in a construction program without parallel in the history of our area. Non-Federal agencies in the Pacific Northwest have under construction hydroelectric projects with a total installed capacity of 4 million kilowatts. These projects will cost slightly less than $1 billion and most of them will be on the line and producing power by the early 1960's.

When these new projects are combined with non-Federal installations already completed, the total capacity of the non-Federal utility systems in the Northwest will be 7,200,000 kilowatts. This is an extremely large quantity of power, but it represents only about one-half of the total capacity which will be required to

meet the demands of people in the region by 1964–65. Essentially our basic problem is the need for additional power capacity. In order to exploit our natural advantage, this capacity should come from the development of falling water. As long as feasible sites remain available, the Northwest's primary efforts, insofar as power production is concerned, should be directed toward development of these sites.

We have often stated, and reiterate here today our belief that this will require the all-out efforts of the investor-owned utilities and local public agencies which have a utility responsibility, and the efforts also of the United States whenever and wherever the Congress, in its wisdom, makes funds available for the completion of projects authorized for Federal development.

At the present time the United States has invested $1½ billion in multiple-purpose water resources projects in the Pacific Northwest States. These projects now existing have a power capacity of slightly over 5 million kilowatts. Federal projects under construction will add 1½ million kilowatts to this amount when completed in the 1960's. In addition, Congress has authorized for Federal development additional projects with an estimated capacity of slightly over 2½ million kilowatts. Our purpose in appearing before you today is to urge this committee to maintain appropriations in sufficient amounts to permit continued progress on the projects under construction and, further, to urge you to appropriate funds so that at least one new project can be started next year. The most logical new start is the John Day multiple-purpose dam on the Columbia River. John Day is important for a variety of reasons. It will provide substantial flood control benefits and will make possible slack water navigation of the Columbia River for a distance of some 328 miles, from the Pacific Ocean to Pasco, Wash. Its power capacity of something over 1,100,000 kilowatts will be a valuable addition to the region's power supply. The Corps of Engineers has informed us that $8 million can be used during the next fiscal year for this project.

One significant point which we want to make clear to this committee is that neither my company, the other private utilities in the region, nor public agencies such as Seattle, Tacoma, Eugene, Grant County, and Cowlitz County PUD's, and others, which have built or are building generating facilities, are in any measure asking the United States to do for us those things which we can do for ourselves. The Federal developments for which we request funds cannot, by themselves, meet the power requirements of the people of our region. In order that these requirements be met, the non-Federal utilities will continue their own accelerated development program which, I would like to emphasize, is of greater significance as far as power capacity is concerned than is the program we suggest be undertaken by the United States.

This committee is well aware of the fact that the utility industry in the Northwest has, during the past several years, offered to finance some of these projects for which we now ask funds. For a variety of reasons Congress, except in the case of the Priest Rapids development on the Columbia River, has refused to grant local utilities permission to do this job. During the last 2 sessions of Congress, for example, legislation was introduced which would have permitted local utilities, either public or private, to finance nearly 90 percent of the $310 million cost of the John Day Dam. This legislation contemplated complete Federal ownership and operation of the project and, reduced to its fundamentals, was simply a plan under which local purchasers of Federal power could make those purchases in advance, thus providing funds necessary to build the project. This legislation failed of enactment.

There have been other cases where some form of local participation was presented to Congress for its consideration. As far as the Northwest is concerned, and with the exception of Priest Rapids, none of these proposals was approved. In the absence of such approval, and in view of the fact that our offers to date have been rejected, we feel fully justified in requesting that Congress make funds available for these and other Federal projects.

Except under favorable water conditions, the power situation in the Pacific Northwest will be tight for the next several years and there will be progressive deficiencies in supplies as related to load commencing about 1964–65. It is, therefore, most important that projects of the character of John Day, which are large and which require 8 to 9 years to construct, be started now to meet loads in the mid- and late 1960's. The John Day project has been authorized since 1950. Its preliminary engineering and planning have been completed and major construction could start immediately. While we do not believe that the United States has a utility responsibility we do believe that, by reason of authorization

of this dam, and by reason of its failure to permit local financing of the major cost of the project, the United States has assumed an obligation to undertake the job promptly with Federal funds as a major navigation, flood control, and power project.

As we understand the purposes of the Bonneville Project Act of 1937 and similar acts, such as the Flood Control Act of 1944, the basic objective is that the maximum benefits of low priced Federal power be made available to a maximum number of people over the widest feasible transmission area and with particular reference to domestic and rural customers. The Bonneville Act goes a step further in strictures against monopolization of Federal power by limited groups. It is our belief that these objectives, which appear sound, will not be achieved unless Congress, in the near future, adopts simple clarifying legislation for which there is much precedent. This legislation, in our opinion, would require that appropriate Federal agencies allocate Federal power fairly and equitably to the people of the several States within the Columbia River Basin. Such legislation should contain the proviso that valid preferences and priorities accorded various public agencies by existing Federal laws would be recognized within such State allocations. Existing contracts with various industrial customers of the United States would also be honored. If such a remedy is not adopted it is inevitable that under existing statutes and contractual arrangements virtually all Federal power will by 1965 be monopolized by the citizens of one State, Washington, who happen to receive their electric utility service from local public agencies and cooperatives. Thus the fundamental purpose of the Bonneville Act will be defeated because the overwhelming majority of people in the Columbia River Basin States will be denied any of the benefits of low priced Federal power.

We believe this is a matter for congressional consideration, and has been presented to this committee for background information and because of its relevance to the entire field of Federal development of public-works projects.

Mr. DELZELL. Let me supplement what Mr. Erdahl and Mr. McClung have said. As chairman of the board and chief executive officer of Portland General Electric Co., I make this statement: We have been an active proponent and leader in efforts to bring about cooperative construction of powerplants in that area. We do believe very strongly, and I do as a citizen, that we should not come back to the Congress and ask for money until we have exhausted every opportunity and resource we have to do things for ourselves. That is fundamental.

There are other instances where I also believe, however, that the Federal Government, peculiarly, is best fitted to build certain projects of a multiple-purpose character. In the case of John Day project, we were a moving party in the attempt to expedite construction, by non-Federal financing. As Mr. McClung has indicated, a bill was before the 84th Congress—H. R. 5789—which was assigned to the Flood Control Subcommittee, but it never got a hearing. It would have provided for the financing of $273 million of the cost of that project out of a total of $310 million.

I have written to various departments of the Government—the Department of the Interior, the Department of the Army, Federal Power Commission, Bureau of the Budget—in behalf of my company, Pacific Power & Light Co., and Washington Water Power Co. this year, in January and February, indicating our continued interest but that we had no one to sponsor that type of legislation.

Since the bill had languished in the Congress, we felt we had perforce nothing else to do except to recommend that the Congress get on the ball, so to speak, and appropriate money to get it started.

We reiterated in that letter, and I reiterate here, that we are willing and able to do anything we can to finance a large part of that project, in cooperation with private companies or public agencies, or anything

of that character, if we are permitted by Congress to do so, but the political complexion of the Pacific Northwest is such, and my State is such now, with its Senators opposed to partnership principles—and that is somewhat true of the State of Washington—we do not have in our State anybody with the muscle, so to speak, to sponsor this type of legislation.

It seems like a futile gesture to introduce a similar bill unless Congress really wants it and the administration wants it. It is with reluctance that I recommend $8 million for John Day, not because it is not a good project. It is very worth while. I would like to see local interests help finance it if you want us to do it.

Mr. RABAUT. Last year this committee increased planning funds for John Day over the budget.

Mr. DELZELL. That is correct. You did a grand thing, sir, but the bill to permit non-Federal interests to finance 90 percent of the cost, $273 million, never got out of the committee, and, in fact, was never given a hearing.

Mr. RABAUT. We do not have that jurisdiction.

Mr. DELZELL. I realize that.

Mr. FENTON. Mr. Chairman——

Mr. RABAUT. Yes, Doctor?

Mr. FENTON. May I just make an observation at this point?

From this particular chart, it looks to me as though this is a pipe organ that the poor old non-Federal people shout to the housetops that this is being squeezed in by Federal proponents here.

I would like to ask this question at this time: Is it not true that the non-Federal utilities could and would construct the John Day project if they were given the authority and license to do it?

Mr. DELZELL. I might add to that, Mr. Fenton, by saying that, as of 2 years ago, we checked with Metropolitan Life Insurance Co., and Prudential and were assured that we could have raised at that juncture, if necessary, not counting the financial aid of other participants, of which we assumed there would be several—we could have raised $273 million. I do not know whether we could do it today. I think we could, but it would be at an advanced interest rate, which would have some effect upon the cost, and that is what I reiterated to the departments.

We were willing to try to do so, if that is the wish of Congress, but we have no one that I know of from our area who is willing to introduce the bill, as such, that failed to get off the ground last year.

Mr. FENTON. For years, as a member of the old Reclamation Committee of the Interior Committee, Mr. Jensen and I particularly have always held to the thought that if private industry could do it, let them do it. If they cannot, that is another matter. They should be assisted or let the Federal Government do it. We still hold to that theory.

Mr. DELZELL. Yes. The non-Federal agencies out there right now are doing an unparalleled job of construction. We are spending over $1 billion building 4 million kilowatts of capacity under active construction, and that tallies with the 5.5 million kilowatts that Mr. Erdahl used which included other plants licensed but not actually started yet.

We are willing to do more, but we have to have the cooperation of Congress where authorized projects are concerned.

Mr. FENTON. Thank you.

STATEMENT OF BYRON K. TAYLOR

Mr. ERDAHL. Next I would like to call on Mr. Byron Taylor of the Eugene Water and Electric Board.

Mr. TAYLOR. Gentlemen, I have a prepared statement which has been submitted.

(Mr. Taylor's prepared statement follows:)

STATEMENT OF BYRON K. TAYLOR OF THE EUGENE WATER AND ELECTRIC BOARD

I am Byron K. Taylor, deputy director in charge of engineering and operations for the Eugene Water and Electric Board of Eugene, Oreg., and am speaking for that organization. I am also authorized to speak in general for two other publicly owned utilities in Oregon. They are the cities of Milton-Freewater and the Central Lincoln Peoples Utility District. Together we serve approximately 115,000 people.

Eugene is a city of some 45,000 population, located in western Oregon about 120 miles south of Portland. The Eugene Water and Electric Board is the largest and one of the oldest municipally owned utilities in Oregon. We serve electric energy to approximately 80,000 people in and around the city and have been in the utility field since 1911, when our first hydroelectric plant went into operation. Our peak load has grown at a rate of about 12 percent per year compounded over the past 25 years. During the past winter it exceeded 92,000 kilowatts, which was an increase of 21 percent over the previous winter. We own 2 hydro and 1 steam plant which supply about half of our requirements. The other half, and all of our growth, must come from BPA. We are very conscious of the need for more generating capacity in the region.

The Eugene Water and Electric Board is one of the signers of the statement which Mr. Erdahl has given in support of the budget requests of the Bonneville Power Administration and the Corps of Engineers. The capital expenditure items in the Bonneville Power Administration's budget that affect our area and with which we are familiar seem to be required to meet the growing loads of the area. They also seem to be timely in that they will be needed as soon as completed. The budget which you now have before you has been reduced by at least $100,000 from the original request in providing service for the Eugene Water and Electric Board. We have recently made arrangements to take this service at another point and at a higher voltage at our own cost. There are several reasons for this change, but an important one is that, due to budgetary restrictions, the Bonneville Power Administration could not install the facilities soon enough to meet our needs.

Bonneville Power Administration's budget for operation and maintenance has been at about the practical minimum for the past few years. In fact they have had some criticism for not being able to take care of service troubles as quickly as some of their customers would like. We presume that their present budget is on the same basis and is also a practical minimum. Any reduction of this part of their budget would mean a reduction in personnel and lowered standards for service.

In regard to the Corps of Engineers construction budget, we wish to stress to you the critical need for a full scale new start in the John Day project as a Federal undertaking, and we believe that every utility in the Northwest concurs in this. We urge you to make appropriations as necessary for an immediate start on this project with continuing appropriations to rush it to completion. Mr. Erdahl has presented figures to you which clearly show that the region will be in critical need of this power as soon as it can possibly be built. It is a big project and will require 7 or 8 years for completion. The utilities of the region are not asking the Federal Government to take care of all of the generation requirements. Several of these utilities have financed, either individually or collectively, a considerable amount of generation and have the ability and desire to do more. However, many of the possible sites are denied us for various reasons. Suggestions and proposals for aid to the Federal budget by participation of local

financing have been made on at least three of these sites. These proposals required congressional action and since no action was taken we naturally assume that Congress desires to go ahead with them. The John Day project was one of them, and we now ask you to proceed. It has reached the point where we must either have this major new start on the Columbia or someone will have to resort to expensive thermal generation while cheap hydro is running down the river unharnessed.

An additional problem in our region which requires the consideration of Congress and which we call to your attention at this time, is the need for some method of insuring fair and equitable distribution of Federal power among the people of the various Columbia Basin States.

Under current laws most of the power available from the Federal system will, within 10 years, be sold in Washington. Most of the people of Oregon will be denied use of Federal power. We feel this inequitable situation should be corrected soon—and we urge Congress to consider the problem.

Mr. TAYLOR. In addition to speaking for the Eugene Water and Electric people, I am authorized to speak for two other publicly owned utilities in Oregon in support of Mr. Erdahl's statement.

Skipping the rest of this, I might comment that we at the Eugene Water and Electric Board would be very interested in participating in construction of John Day in some way or other if details of a public body participation could be worked out. We think they could. We are in much the same position that Mr. Delzell said Portland General Electric had been, in trying to assist, with local participation, in these projects.

In both the 83d and 84th Congresses, we had a bill for local participation, on essentially the flood-control project Cougar. Congress failed to act on it, and we are in the same position as Mr. Delzell. We have nobody to support such legislation in this Congress.

It is not there. We are still interested in participation.

Mr. JENSEN. May I say that I am very glad to hear the statements made expressing your willingness to build these projects, such as John Day. I hope that by some manner or means that a partnership deal can be worked out which will be good for everybody concerned, including the American taxpayer, private utilities, PUD's, and all. I think it can.

I only wish that someone from that area would take hold of it and push the legislation. Maybe they will when they find out that the only way you are going to get sufficient power in that area is to have Federal money, private money, municipal money, PUD money, and every other kind of money that you can possibly get to assure sufficient power in that area to take care of your growing need.

Mr. TAYLOR. Local money and local financing is available, I am quite sure.

Mr. EVINS. If the gentleman will yield——

Mr. JENSEN. Yes.

Mr. EVINS. I have been impressed with the statements of all the gentlemen here before our committee, but it seems to me that a burden of the failure to advance has been passed to the Congress. Could it not also be said that the administration might be responsible for some of the indecision and the muddled situation that prevails, and not just the Congress alone?

Mr. ERDAHL. I might say, Mr. Evins, as far as I am concerned, it was no reflection on the Congress. They have been very fair to us. We just do not know whose responsibility it is, or if it is a combination of the Congress and administration. We feel very keenly that, on this

John Day project, for instance, our main problem right now is to get a project started immediately.

We are hopeful that no plan will start getting in the mill that will delay the thing 2, 3, 4, or 5 years. That is the reason, frankly, we are forced to come back here and, shall we say, ask for Federal construction on that, because we feel it is the most rapid way to get those kilowatts on the line.

Mr. EVINS. There is a rather unanimous opinion, both by representatives of the administration and private utilities, that John Day is a desirable and much-needed project.

Mr. ERDAHL. Very definitely.

Mr. RABAUT. We appropriated more last year for planning than the Corps or Budget requested.

Mr. ERDAHL. You raised it $1 million last year, Mr. Chairman.

Mr. JENSEN. I might say that, when people in my district want something of the Congress of the United States which they think is good for the people of that area, they come to me and I, generally—in fact, always—do the thing that is necessary to do to be a representative of the people, worthy of the name, and I am sorry that the situation exists as you folks have explained it. Certainly, you have to have this partnership deal, or you are simply going to have a great shortage of power in that area.

Mr. ERDAHL. I think, Mr. Jensen, that chart would indicate that not only are they willing out there locally to build these projects; they are able to finance them, and our problem is one, as you have ably stated it. We are of the opinion that we need every dollar we can get from the Federal Government, public-utility districts, public agencies, municipalities, and private companies.

STATEMENT OF DAN M'GILLICUDDY

We have one more witness, Mr. Chairman, for a brief statement; Mr. Dan McGillicuddy, of the Grays Harbor Public Utility District, Aberdeen, Wash.

Mr. MCGILLICUDDY. Thank you, Mr. Chairman. You have been talking about cooperation. I think that will solve all problems. There is the problem of the John Day stoppage before us now. We have a certain duty to perform for our people. We have just got a tremendous increase of load in our area. We are vitally interested in it, but it is at the point now, as you said, that ways and means must be provided for a cooperative basis. Just as soon as that plan can be worked out, I think there will be no trouble at all to follow the plan you just got through speaking about.

Mr. RABAUT. Thank you very much.

Mr. ERDAHL. Thank you very much for your time, Mr. Chairman.

Mr. FENTON. I have one more question, Mr. Chairman.

Did I understand you to say that there is plenty of local money out there?

Mr. ERDAHL. We have not failed in our ability to finance these projects once we get them cleared through the Federal Power Commission, licenses, et cetera. There has been no failure that I know of.

Mr. FENTON. I remember some years ago, I believe about 10 years ago, when you did not have this power pool out there and you were

trying to get it. There are certain people representing power companies here today who went to Wall Street and, on account of the situation out there, they could not get the money to help themselves.

Mr. ERDAHL. I think there were some of the utilities in that spot, but there were other utilities that were in a position to go forward, and, even during the war period, there were some projects that went forward on a non-Federal basis.

There were others that were unable to do it for various and sundry other reasons. Doctor, I appreciate the opportunity to come before all of you fellows for these many years. You have been very cooperative and very understanding of our problem. We hope we have made ourselves clear: That we think the important thing, on, for instance, the John Day project, is that there be, we hope, no delay in getting the project started, and we were of the opinion when we put the statement together that, because of what had happened in the past, we had no choice but to come along and say, "Please, will you put up the dough so we can get the project on the line on a Federal basis?"

Thank you very much.

Mr. RABAUT. Thank you very much.

THURSDAY, MAY 16, 1957.

UPPER COLORADO STORAGE AND DEVELOPMENT PROJECT, THE COLLBRAN PROJECT, AND COLORADO-BIG THOMPSON PROJECT

WITNESS

HON. WAYNE N. ASPINALL, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF COLORADO

Mr. RABAUT. Mr. Aspinall, we will be glad to hear from you.

Mr. ASPINALL. Thank you very much, Mr. Chairman.

Mr. RABAUT. You are going to address yourself to the upper Colorado storage project and reclamation project?

Mr. ASPINALL. I wish to address myself to requests for Appropriation for reclamation programs generally; and specifically to the upper Colorado River project, to the Collbran project, and the Colorado-Big Thompson project.

I understand that the committee is about ready to adjourn for the day. I do not wish to use any unnecessary time. I have an extensive statement, Mr. Chairman. I would ask permission to have my statement printed in the record, as if read, and that I may be able to testify for 3 or 4 minutes orally, and then endeavor to answer any questions that you may have.

Mr. RABAUT. All right. You may proceed, Mr. Aspinall.

(Mr. Aspinall's prepared statement follows:)

APPROPRIATION, BUREAU OF RECLAMATION

Mr. Chairman and members of the committee, I am pleased to have this opportunity to appear before you in support of the requested appropriations for the Bureau of Reclamation generally, and for the upper Colorado storage and development project, the Collbran project, and the Colorado-Big Thompson in more specific terms.

I am supporting these budget requests in full realization that wise economy in spending should always be a guide rule, but especially at this time is careful and studied spending required in view of the recordbreaking budget and the stress and burden such budget places on the individual citizen as well as upon the Nation as a whole. I think it is consistent for me to give my support to the budget requests in this particular, as I believe it to be in keeping with economy and efficiency in governmental operation. This rests upon the fact that, when we seek economy in spending, all too often its disastrous adverse effects are felt on improvement programs of our own resources and of our own domestic advancement. When we curtail needed domestic improvement programs we enter an area where we endanger our own domestic strength and our own capacity for growth. In view of the many fixed costs of Government, it is more likely that budget surpluses will come from the increase of our tax base than from reduction in expenditures in any one year; especially if these involve postponement of desirable domestic improvements.

We gain little from the postponement of investment in our Nation's water resources and power. Such postponement almost invariably results in higher costs at construction time with its consequent decrease in the feasibility of the authorized investment. It is better economics and better fiscal and spending policy to maintain a consistent program of domestic improvement even in relatively prosperous times, because such improvement increases our economic base. If we do not advance in terms of growth-creating investment, we are borrowing trouble for days ahead.

In the western part of this Nation, rainfall, except in the far Northwest, is, at best, very scarce. Without water supplied by irrigation, agriculture is almost impossible. Our investment in water development thus creates income, our investment in water development makes the desert produce food and fiber where before it produced nothing, it makes many blades grow where nothing but seared earth was before.

It cannot be repeated too often that reclamation projects not only repay funds advanced, but, except for irrigation cuts, also pay interest charges on the Federal moneys used for power and municipal water. In addition, they also create new economic growth which adds net new tax revenue and purchasing power to the economy of the whole Nation. This is not sterile spending that evaporates; rather it is wise use of public money which generates new income greatly in excess of its initial cost.

Reclamation, in that it applies to the 17 Western States, appears to some to be a regional or sectional appropriation and therefore less deserving of support, but the reclamation area was determined by the natural rainfall and not as a political division. Indeed, supplemental irrigation is today becoming a factor of importance in more humid areas. In any event, the values of reclamation extend, via purchasing power of the farmers and the municipalities thus created and sustained, to the whole of the Nation. This turns up not only as demand for construction items such as steel, copper, aluminum, cement, lumber, machinery, and special electrical equipment having value in plants all over the land, but later as demand for automobiles, tractors, appliances, clothing, and the host of products which now constitute our standard of living. In most construction it is estimated that two-thirds of the labor expended is utilized in off-site areas and only one-third in the actual final fabrication and construction at the site itself. This is what we mean by value to the Nation from its own investment in its own resources.

I do not have access to the presentation made before this committee by the proper officials of the Department of the Interior and the Bureau of Reclamation and cannot, as a consequence, be certain that each justification for each project meets the standards required by the committee. I know that these justifications sometimes fall short, but I do wish to affirm my support for the whole reclamation program where it has been justified and where it has met the necessary standards of feasibility.

This program for fiscal 1958 involves an appropriation of just under $200 million, of which $135 million is for construction and rehabilitation. As it is broken down on page 734 of the budget, $80 million of such construction and rehabilitation cost is scheduled to come from the Treasury and $55 million is scheduled to come from the reclamation fund. Each year the reclamation fund grows and comes closer to our goal of financing current development from the funds repaid from past development, plus returns from public lands. It would not take long to add together reclamation project areas which generate $80 million in Federal tax revenue.

It is my understanding that the Department of the Interior has filed with this committee tables or other information comparing the expenditures made by the Bureau of Reclamation and receipts from project repayment. These figures demonstrate that it is prudent for the Government to invest in resources which increase the economic base of the Nation.

I should like to be more specific in my support of the $25 million requested by the Bureau of the Budget for activity authorized under the terms of the Colorado River Storage and Participating Projects Act. Again, I cannot be sure of the justifications presented to the committee by administrative officials, but I wish to urge the appropriation of funds for such projects as are ready for construction.

This program was authorized on April 11, 1956, when the President signed into law the Upper Colorado River Storage and Development Act. This legislative and executive action was a fitting capstone to years of research, study, and congressional attention designed to tame one of the longest, wildest, and most erratic rivers in the Nation—the Colorado River. This project will develop a vast area of more than 100,000 square miles—an area where the frontier has not fully passed. Water and power will provide opportunity for industrial expansion, for agricultural development, for the progress and growth of cities and towns, and for the mineral development of a major part of each of four States—Colorado, New Mexico, Utah, Wyoming—and a small part of Arizona.

This vast area of small but energetic communities has waited long for its opportunity to develop. This area, referred to officially as the "upper basin" of the Colorado, is in many ways just a moisture catch basin. The Colorado is the outlet of this vast catch basin where the mighty mountains hold the winter snows and thus provide the only water in the summer for thousands of square miles of desert land. This erratic ribbon of water is the lifeblood of the area through which it travels. This water-originating basin accounts for virtually all of the flow of the Colorado River with no significant additions of water occurring below the inflow point of the San Juan. Colorado alone supplies some three-fourths of the entire flow of the Colorado with the balance coming from Utah, Wyoming, and New Mexico. Notwithstanding this supply function for an area covering a part of eight States, the people of the upper basin have watched their water flow toward the Gulf of Mexico and watched noncontributing areas downstream divert and use the water. They feared that practically all of the water would be so used, leaving them only the pleasure of seeing it go by. Thus, a half century ago they began a long struggle to nail down a perpetual right to use some of the water for development in their own area. This was done through interstate compacts. After these were signed, the people and the representatives of the upper basin lent their support to more developed downstream areas for projects to use their allocation. Now, it is our turn, and we have the overall plan to harness this water and make it our servant in our progress. This we propose to do by an integrated structure of holdover storage and power units on the main stem, and by use projects along the tributaries and the main stem. The whole must be unified if the potential benefit of any unit is to be realized. It's a big project—and expensive—but it serves a big area and will bring big returns to that area and to the Nation.

I regret very much that no request was made in the budget for any of the participating, or small, irrigation projects. I am convinced that at least two of these are ready for construction and that such construction could begin in fiscal 1958. I refer, of course, to the Paonia project and the Vernal unit of the central Utah project. In the presentation last year of the Department of Interior, it was stated that these would be ready for construction and that a request for funds would be made. However, somewhere along the line, these participating units have been left out of the budget for fiscal 1958. I realize that it is your policy not to provide funds for projects not in the budget, or projects for which the reports are not complete, but I would be remiss in my obligations if I did not present this problem to the committee.

The Paonia project was first authorized back in the thirties and the people of that area have been working since that time to obtain actual construction of the necessary features. It was reauthorized after the war and an appropriation was approved, but rapid cost increases made the construction impossible. A partial development did occur in the enlargement of the main delivery canal. However, in that no storage facility was involved, it has been impossible to utilize the increased capacity of the canal even though the users are obligated to repay its cost. Paonia was again authorized under the Upper Colorado Storage Act and the users are still seeking funds for construction of the vitally needed storage features. This particular project involves very little in the way of new

lands, but would, rather, provide supplemental water for land which has long been under cultivation but for which late season water is inadequate. I do not wish to recount to you the complex series of events which have adversely affected Paonia this year, but suffice it to say that the people of the area were led to believe by Bureau representatives that the project was in the budget when such was not the case. Additionally, the final report on this project has been passed back and forth between the Departments of Interior and Agriculture in such fashion as to make it impossible for it to be finished in time for the orderly presentation to this honorable committee by the Department of its request for needed construction moneys. Perhaps such report will still be "almost" ready when the Congress adjourns. This maneuver will have passed to the Congress the onus of administrative "now-you-see-it, now-you-don't" maneuvering. I have had no adequate explanation from anyone of this failure to follow a well-publicized schedule and I do not believe that the Congress, or the representatives from the upper Colorado area should bear the responsibility for this failure. This same situation applies to the Vernal unit of the central Utah project.

This leads directly to an appeal that full planning and investigation funds be approved. The real value to the upper Colorado Basin area and to the Nation will come only when the whole project is built and in operation. The main stem storage projects are but an important part of this program of action to provide the utilization of the water allocated to the people of the area. In the information now available, it appears that the Bureau is proceeding as expeditiously as possible in the study of the various participating projects with the exception of the two above named and this schedule should be maintained if any actual benefit is to come to the people of the area involved. The schedule provides for the completion of reports on the 2 projects which were initially due this year and on 4 other projects. At best, it will take many years to complete the construction involved or contemplated in Public Law 485 and sound economics dictates a steady program of development.

The advance planning schedule for fiscal 1958 covers the Curecanti storage unit and several participating projects including the Hammond in New Mexico, the Pine River extension in Colorado and New Mexico, the Seedskadee in Wyoming, the Smith Fork in Colorado, and the two previously mentioned, the Paonia in Colorado and the Vernal unit of the central Utah. Quality of water studies will also be conducted. These studies should result in the preparation of definite plan reports for these projects so that construction can be scheduled for fiscal 1959. As now scheduled, planning will continue on the Florida and Silt in Colorado, Emery County in Utah and the Lyman in Wyoming. An advance planning study will be initiated on the LaBarge in Wyoming.

Under the headings of general investigation for region four of the Bureau, additional investigation of participating projects will be provided. These will include the Animas-La Plata, Dolores, West Divide, Bostwick Park, Fruitland Mesa, Fruitgrowers Dam and Savory-Pot Hook in Colorado. Part of the Savory-Pot Hook is in Wyoming. The general investigation on some of these will be concluded in fiscal 1958, including Bostwick, Fruitland, Fruitgrowers, and Savory-Pot Hook. These then, will be the participating projects which will come along in later years to maintain the steady development program authorized in Public Law 485 of the 84th Congress.

In the construction field for this great project on the Colorado, we find the main-stem projects which were begun under supplemental funds provided last year. Largest of these is, of course, the Glen Canyon for which the initial request was $15,602,000. It is my understanding that since the actual contract for the dam has been let, it has been necessary to revise projected earnings for construction under this contract. This requires an increase in the appropriation for Glen Canyon in excess of $4 million if the whole construction schedule of the upper Colorado program is to be maintained. Other such adjustments bring the total necessary appropriation for the upper Colorado to $32,842,000. Assuming that the agency has amply justified these adjustments, I urge your favorable approval of this revision. Perhaps this needed increase will be ameliorated by the fact that the bid on the prime contract for the Glen Canyon Dam and power facilities was substantially below the Bureau estimate, in fact, approximately $25 million below the estimate. I will not labor that point of a contract for less than the estimate, but it does occur on occasion and mention should be made to balance the comment on times when the opposite result obtains.

Funds are also requested for the continuation of construction of the Flaming Gorge unit of some $3,700,000 for such items as access roads, a temporary bridge, and diversion facilities. The prime contract on this facility should be ready for

bid during fiscal 1958. The Navaho Dam is scheduled for $1,530,000 and work is proceeding there. The prime contract should also be ready in 1958.

That is the picture. I have skimmed rapidly over the scheduled program of action because I know that the committee has become well acquainted with it in many days of testimony already received. I realize that the whole program is a big one and that substantial appropriations will be required over the next several years to keep it rolling. Still, the values to be obtained are also substantial. If such potential values are to be translated into national wealth—into purchasing power and into tax payments, then construction must follow an efficient and orderly pattern.

Surely this Nation is rich enough in resources and in funds to provide the necessary outlay for this vital domestic improvement. Resources of great value to the Nation presently lie inert for lack of the backbone of development—water is short, power is expensive, transportation costs high, yet the potentials are tremendous. Actual mountains of oil shale lie ready to be tapped for vital petroleum products when other elements are ready, power, water, demand, and certain economic and technical considerations. If we can now obtain this boost of the basic economic tools, we will there build a great economy which will be a credit to the wisdom of the Nation and which will repay many, many times over the investment now required.

To many, the values of such development seem hazy, yet I refer you no further than the State of California, a State which owes much of its present development to reclamation or reclamation-related development, the Hoover Dam, the Central Valley project and others. Once the backbone of development can be obtained, the growth thereafter can sustain itself from the ever-advancing resource base.

Now if I might, I should like to speak briefly of a self-sustaining reclamation project, the Collbran project. As members of this committee will recall, I have appeared before you previously and urged that no money for this project be provided until it was clearly ready for construction. I am happy therefore to say today that this project is ready for construction. On May 7, this year, the water users of the Collbran project approved by a vote of almost 30 to 1 the contract offered to them by the Bureau of Reclamation. I support the request of $2 million of the budget. I will take no more time than this on Collbran because it has been before the committee on previous occasions and its virtues are well known. The fiscal 1958 program provides for the continuation of construction on Vega Dam and Reservoir, the relocation of 6.6 miles of county road construction on the Southside Canal and the collection of design data on Bonham Dam, Grand Mesa Reservoir rehabilitation, and the two powerplants.

Lastly, I want to say a word on the last features of the Colorado-Big Thompson project. This project is all but completed and has already delivered supplemental water to farmers in eastern Colorado having an actual value to them of many millions of dollars annually. The program in fiscal 1958 is for the continued construction of the Big Thompson powerplant, and payments on switchyard equipment.

I thank you for your attention and close with a restatement of my support for a continued program of economic progress in the West through reclamation development.

Mr. ASPINALL. Mr. Chairman, I appreciate being given the opportunity to appear at this time, and I thank you very much. I have appeared before several members of this committee heretofore, and I have enjoyed my association with them.

I do not always get everything that I think we should get in reclamation, but you have always been most fair. I am the chairman, as the gentlemen of this committee know, of the House Subcommittee on Irrigation and Reclamation. I appreciate, as much as anybody in Congress, I think, the difficult task that the Appropriations Committee has, and I think if you will look at my record you will find that I am invariably, with 1 or 2 exceptions only, staying with the action of the Appropriations Committee.

I do not believe that we should economize at the expense of our own national development and needlessly stop desired progress within the borders of our Nation. I understand that we need economy. I know that we have to cut back an enormous sized budget, but I think that

we gain little from the postponement of investment in our Nation's water resources and power. Such postponement almost invariably results in higher cost at construction time, with the consequential decrease in the feasibility of the authorized investment.

Mr. Chairman, I put myself on record as in favor of what the budget has requested for reclamation, just under $200 million. Of the $135 million for construction and rehabilitation $80 million would come from the General Treasury with most of it to be repaid, and a substantial part of it with interest; and $55 million of the $135 million would come from the general reclamation fund.

I think that it is a good investment. Now, gentlemen, I have appeared before this committee when it was known as the Committee for Appropriations for the Interior Department. I have asked you not to appropriate money at different times. For instance, the Collbran project. I suggested that it was not ready, and that I would advise you when it was ready. Last year you permitted $1 million. Even then the Colbran project was not quite ready.

Now it is ready. By a vote of 195 to 7, just a week ago Tuesday, I believe it was, the water users went on record as favoring the contract, which was proposed. I would like to see some moneys appropriated for fiscal 1958 so that construction of that project can go forward without crippling curtailment of a program already started.

I do not believe that the Department has been quite fair with the people in the upper Colorado River project area inasmuch as they had publicized a schedule and promised that the Paonia and Vernal participating projects would be started in fiscal 1958. For reasons that I cannot give to the committee at this time, because I do not have the necessary time, the departmental witnesses did not provide this committee with a satisfactory justification for the two projects.

I understand that the two projects (Paonia and Vernal) will be ready for the resumption of construction on Paonia and the start of construction of Vernal in fiscal 1958, by not later than the first of next year. I would appreciate it if there were a small amount of funds, a million or two for each, so that construction could be started as originally scheduled and promised.

I support the small budgeted amount for the Colorado-Big Thompson project.

I shall be very glad for anything that you can do for the reclamation program this year, particularly of course within the area of my own responsibility.

Mr. RABAUT. Your full statement has been placed in the record. Thank you very much.

THURSDAY, MAY 16, 1957.

HARBORS ON GREAT LAKES

WITNESSES

KEITH WILSON, STATE WATERWAY COMMISSION OF MICHIGAN
WALLACE WILLMAN, STATE WATERWAY COMMISSION OF MICHIGAN

Mr. RABAUT. Now we will hear from Mr. Keith Wilson, who comes from the great State of Michigan.

Mr. WILSON. Mr. Chairman and members of the committee, I would like to introduce Dr. Willman, a member of the Michigan commission. He has consented to explain the visual aids that we have brought with us.

I also have a copy of our little brochure for each of you, if you would like it. It will give you some nice evening reading.

Mr. WILLMAN. Mr. Chairman, my name is Wallace Willman, Michigan State Waterways Commission. We have a few projects that have been part of the continuation program that has gone on for several years in partnership with the Federal Government.

Now, I would like to present Mr. Wilson, who is the director of the Michigan State waterways, and is the man who has his finger on all the problems.

I am a member of the commission, and I am going to let him speak and I will point the projects out on the map in relation to their importance and the continuation of funds to continue the projects already partly constructed.

Mr. WILSON. My name is Keith Wilson. The Michigan State Waterways Commission was originally founded to take advantage of the Federal harbor-of-refuge program.

The Federal Government, through the recommendation of the United States Army Corps of Engineers, endorsed and authorized the construction of 15 harbors of refuge in Michigan. Of these harbors of refuge Port Sanilac is the only one that has already been constructed. Port Austin is one of which construction will begin this summer and for which we seek continuation funds.

Oscoda will be completed this summer but will need continuation funds, and we are here to speak in behalf of those.

Harrisville, which is due to be started in 2 years, received an initial appropriation.

The other harbor of refuge in our schedule for continuing appropriations is White Fish Point. It is the harbor most needed to open the sailing water of Lake Superior.

In addition we are seeking three new projects. We are seeking initial funds for Big Bay, which will break up the open expanse between Marquette and Portage entry. That is a distance of 95 miles. Then we are seeking Lac La Belle which is at the tip of the peninsula. That is the No. 1 boating area of Lake Superior.

There are budget items for Harrisville and White Fish Point but there are no budget items for Port Austin or Oscoda. There are also no budget items for Lac La Belle, Big Bay, or Little Creek. Of these three, we think that Lac La Belle is the prime harbor that should

be constructed before all others for the single reason that it will more greatly benefit the local economy than any of the other two harbors in the Upper Peninsula.

In addition, the Government is going to construct Eagle Harbor, which is a designated refuge port and they are going to use a Government dredge for this project this summer. We find that Lac La Belle is primarily a dredging job and it would be cheaper construction if it could be done when the equipment is in the area.

Mr. RABAUT. How far apart are they?

Mr. WILSON. They are 65 miles apart. We felt that the two could be done while the equipment was in the area.

Mr. RABAUT. For the assistance of the committee you show some there on the map in black and some in red. Which of those are completed?

Mr. WILSON. All those in black except Eagle Harbor are at this moment completed.

Mr. RABAUT. Which ones are they still working on?

Mr. WILSON. Eagle Harbor they are still working on. The contracts are to be let to my knowledge near the end of June of this year, and it will be completed by the middle of August.

Mr. RABAUT. The one 60 miles away is the one that you are asking money for, but you say that it is not in the budget?

Mr. WILSON. It is not in the budget estimate.

Mr. RABAUT. What is the cost of it?

Mr. WILSON. $347,000.

Mr. RABAUT. That is the engineers' estimate?

Mr. WILSON. That is the corps' estimate.

Mr. RABAUT. What is the next one?

Mr. WILSON. The next one that we are seeking funds for is Big Bay, Mich.

Mr. RABAUT. How far is that away?

Mr. WILSON. That is 45 miles from the Portage entry and it is 400 miles from Marquette.

Mr. RABAUT. So there is an 85 miles spread and this would be in the center of it?

Mr. WILSON. Yes.

Mr. RABAUT. What is the amount for that one?

Mr. WILSON. $305,000.

Mr. RABAUT. Is there a budget estimate on it?

Mr. WILSON. No. The third new project we seek is Little Lake, which will break up 120 miles from Grande Marie to Sault Ste. Marie. There is absolutely no protection of any sort along this coast.

Mr. RABAUT. What is the distance?

Mr. WILSON. 120 miles.

Mr. RABAUT. What is the estimated cost of this project?

Mr. WILSON. $268,000.

Mr. RABAUT. Do you have a budget estimate on that?

Mr. WILSON. No. This [indicating] is White Fish Point, which does have a budget estimate.

Mr. RABAUT. How far away?

Mr. WILSON. Fifty miles from Sault Ste. Marie and 30 miles from the proposed Little Lake project.

Mr. RABAUT. What is the estimated cost of that?

Mr. WILSON. The budget estimate is now $130,000.

Mr. RABAUT. Is that in the budget?

Mr. WILSON. Yes.

Mr. RABAUT. Can it be done in 1 year?

Mr. WILSON. The $130,000 is simply to buy the steel. The steel is to be delivered next summer.

Mr. RABAUT. That is the budget item on it for this year?

Mr. WILSON. Yes. They have already appropriated $109,000 for the current fiscal year, and the total project cost is $709,000. We feel that we are justified in seeking $600,000, which would complete the project at this time, since the steel will be delivered there during the fiscal year 1958 and contracts could be let during the same period.

Mr. RABAUT. Off the record.

(Discussion off the record.)

Mr. RABAUT. What about the other map?

Mr. WILSON. I would like to explain these.

Mr. RABAUT. These are on Lake Huron?

Mr. WILSON. Yes; we are seeking continuation funds at Harrisville.

Mr. RABAUT. Is that in the budget?

Mr. WILSON. Yes; we are seeking a little more than the budget has included.

Mr. RABAUT. Do you notice the frown on my face?

Mr. WILSON. Originally the Corps of Engineers recommended steel construction. Steel has a current delivery date of approximately 15 months. Last month they decided to build rubble-mound construction. It can be constructed immediately if money is available. This is a stone with a concrete-cap construction. There are no supplies difficulties there and therefore the minute they receive sufficient funds to begin construction they can go because they will have no material difficulties.

Mr. RABAUT. Does rubble-mound construction increase or reduce the cost?

Mr. WILSON. It depends upon the depth of the water and in this case it reduces the cost by approximately $130,000.

Mr. RABAUT. That is good.

Mr. WILSON. The next project is Oscoda shown in black. The corps is completing this under special authority to service the Wurtsmith Airbase.

Mr. RABAUT. Is that in the budget?

Mr. WILSON. No.

Mr. RABAUT. The Corps has the money?

Mr. WILSON. They are borrowing from another account in effect.

The third Lake Huron project is Port Austin. The corps has already received appropriations of $623,000 and the total estimated Federal cost was $1,087,000, which means that there are $473,000 yet to be appropriated. Now the project will be completed this summer, and we hope it will be completed by November. The dredging will take place in the early spring of next year, and that is what the request in our presentation is for—the dredging. The corps was apparently not going to ask for it until 1959.

Mr. EVINS. Our great chairman here has made contributions to projects all over this Nation. He is not provincial in his outlook but nationwide in his viewpoint, and therefore we ought to certainly look with favor upon any projects in the area which he represents.

One further thing: It would seem to me that if a ship or a boat were out on one of these lakes in distress 30 or 40 miles would be a mighty long distance.

Mr. RABAUT. We thank you.

We will insert your prepared statement in the record at this point.

(The statement referred to is as follows:)

THE MICHIGAN HARBOR-OF-REFUGE PROGRAM

THE DREAM

For years many boatmen dreamed of having a chain of harbors of refuge along the entire Michigan shoreline. This would mean a "marine highway" with a place of refuge for small boats at intervals no greater than 30 or 40 miles.

Acting upon the studied recommendations of the United States Army, Corps of Engineers, the 79th Congress authorized 15 harbors-of-refuge, thus bringing this dream much closer to reality.[1]

MICHIGAN'S ACCEPTANCE OF THIS PROGRAM

In response to one of the conditions of the Federal program, and after first securing the adoption of a required constitution amendment, the State of Michigan created an agency known as the Michigan State Waterways Commission expressly to represent State and local interests in the completion of the Federal harbor-of-refuge program authorized by the Congress.

Financing is done entirely by the boatmen themselves who pay a tax on the fuel they consume and who annually purchase licenses for their craft.[2] No other revenues are received by the commission from any other source.

PROGRAM GETS STARTED

Upon learning that there were no adequate scientific studies on harbor design, State officials, in cooperation with the Corps of Engineers, arranged for the financing of special model studies at the hydraulics laboratory at the University of Michigan Engineering School.

Dramatic and fruitful designs came out of this program. In accordance with such developed design, the first harbor-of-refuge was constructed at Port Sanilac. The design utilized here not only was proven successful, but the cost of construction was much less than the initial estimate. It is apparent that, as a matter of practical economics, each harbor can and should be designed to take into account its particular geophysical factors.[3]

NATIONAL EMERGENCY HALTS PROGRAM

Almost concurrently with the dedication of the Port Sanilac Harbor came the national emergency in Korea. The State of Michigan immediately withdrew all requests for Federal funds for harbor development in accordance with what was

[1] This program had its inception in a report to the Congress from the U. S. Army Corps of Engineers in 1937, which report concluded that this program was based upon economic necessity, public safety, and value, and was therefore deemed desirable. It was this recommendation that was incorporated into the Federal Rivers and Harbors Act of 1945. (It is this statute which is now generally referred to in a shorthand manner as H. Doc. No. 446.) In addition to the 15 harbors of refuge recommended for Michigan, 6 additional harbors were designated for other ports on the Great Lakes shoreline.

The net result accruing from the construction of these 21 harbors of refuge, together with the existing facilities, would be a complete and safe marine highway along the entire American shoreline of the Great Lakes.

The importance of this program to the people of the State of Michigan can be seen in the fact that this State has the longest shoreline (3,177 miles) in the Nation and over 11,000 inland lakes.

[2] No funds whatsoever are paid out of the general fund in financing this program in Michigan. The boatmen who benefit from the harbor development program pay the entire bill themselves. They pay a 6-cent-per-gallon tax on every gallon of fuel consumed in their vessels. They also pay an annual license fee ranging from $5 to $65, depending upon the length of the watercraft. (The average tax paid is about $10.)

Commercial vessels, such as tugs, that hail from Michigan ports also pay a small tonnage tax annually based upon the net tonnage of the vessel.

For those interested, the statutory citations for the above revenue laws are sec. 281.507 ff. and sec. 207.51 ff., in the Michigan Compiled Laws of 1948. The constitutional amendment referred to above is to be found in art. X, sec. 14, of the Michigan Constitution.

[3] Special model studies referred to were completed and reports filed for harbors at Port Sanilac, Port Austin Harrisville, and Hammond Bay, all located on Lake Huron, and Black River on Lake Superior.

felt to be the best interests of our country. These requests were not renewed until 1954.

STATE CARRIES ON DURING EMERGENCY

Recognizing the inability of the Federal Government to participate in harbor projects during this period, the Waterways Commission devoted its funds toward maintaining and improving harbors within the State in cooperation with local authorities. Some new facilities were added to fit within the congressionally established pattern of the Federal harbor-of-refuge program. In many instances facilities installed by the Federal Government in past years were repaired so as to protect them from the ravages of time and of high water.

Federal and local investments in harbor and dock facilities worth many millions of dollars were thus saved and preserved by State expenditures.[4]

CONGRESS AGAIN ACTS—THE PROGRAM ACCELERATES

Action again became the byword of the day in 1955. Congress appropriated funds to initiate harbors of refuge at Port Austin and Black River (Gogebic County) and the scenic Cheboygan Inland Route. Significant portions of our dangerous Great Lakes shoreline are thus assured of being made as safe as possible for the smallest of boats.

The Michigan State Waterways Commission has joined in this resurgence of activity by contributing $400,000 as its share of the cost of these projects.

MICHIGAN IS AGAIN READY TO ACT

Michigan has been preparing itself since 1947. In addition to above matching funds, Michigan has already spent large sums of money (approximately $900,000) for harbor model studies, and in protecting existing facilities, including federally constructed harbors, and has otherwise gone ahead to improve the marine highway.

Michigan is again this year prepared to deposit all funds necessary as its share of the cost of such harbors (already authorized by the Congress) as the Federal Government chooses to proceed with at this time.

In September 1954, President Eisenhower specifically indicated that preference should be given to those projects where local interests were willing to participate and to share the financial burden. Michigan has been, and still is, ready, willing, and able to so participate.

HARBORS ARE BIG BUSINESS IN MICHIGAN

The tourist business is second only to the automobile industry in importance to Michigan. Thousands upon thousands of small entrepreneurs are dependent upon the tourist trade for their well-being. It is with good reason that Michigan, with the Nation's longest coastline, is hailed as the "Water Wonderland."[5]

---

[4] Following is a list of projects engaged in by the Michigan State Waterways Commission without Federal assistance during the period of 1950–56. Figures represent contributions of the State only. Localities contributed equivalent or greater amounts in virtually every instance.

Au Sable (Oscoda)	$6,000	Greilickville	$12,500
Black River	10,000	Harbor Springs	24,500
Boyne City	22,500	Muskegon	50,000
Cheboygan	5,000	Pentwater	16,000
Charlevoix	6,500	Port Austin	50,000
Cheboygan inland route	55,000	Port Huron	20,000
Detroit	150,000	Port Sanilac	14,000
East Jordan	8,750	Rogers City	56,000
East Tawas	85,400	Sault Ste. Marie	30,000
Escanaba	10,000	St. James	9,000
Frankfort	20,970	St. Joseph	27,500
Grand Haven	2,750		

Additional State projects through June 30, 1957, are planned by the following harbors: Ludington, Caseville, and Harbor Beach, among others.

[5] Up-to-the-minute figures by official tourist associations of the State of Michigan give $750,000,000 as the best estimate of the amount of money spent by tourists in Michigan annually. This is no mere will-of-the-wisp figure, but is based upon an average of National and State surveys conducted by three of our leading publishing firms, the Automobile Club of America and Michigan State College, sales-tax data, and other reliable information gathered over past year. (Figures furnished by the Southeastern Michigan Tourist Association.)

The plain fact would seem to be that the waterborne visitor to a community is a prime economic asset to that area. Studies have repeatedly shown that such persons are liberal in their purchases.[6]

Besides accepting the theme that recreation is indeed commerce, we should also recognize that there is a definite trend toward the reduction in the amount of working time and a drastic increase in the amount of vacation time, especially paid vacations. And all this is, of course, accompanied by a general increase in our overall standard of living.[7]

GROWTH OF THE BOATING INDUSTRY

Boating, now a $1.1 billion industry, has definitely become the recreation of the masses. It is estimated that 15 percent of our population participated in recreational boating in 1955, there being more than twice as many boats afloat in 1955 as in 1947. The present total of all boats afloat, from dinghies to cruisers, is approximately 5,537,000.[8]

These statistics also indicate that, on a national average, there is at least 1 boat for every 29 persons in the United States. We know that the per capita average is much greater in Michigan. We also know that Michigan is ranked second in the Nation in total boats owned by residents, and accounts for 8 percent of the total outboard-motor sales, far more than its proportion of population (4.3 percent).[9]

"The waterways are just about the last retreat for family outdoor activity. On the water, in their boat, away from traffic signals and hot asphalt, the boating family feels free and released; their only contact with highway traffic is when they trail their boat to their favorite waterways." [10]

The know-how of our boating industry has a value in time of war or national emergency beyond any simple calculation of dollars and cents. We should not forget that, early in World War II, the Navy and Coast Guard eagerly snapped up Michiganders who had received experience operating small recreational craft on the Great Lakes, and, after the briefest training, put them in command of vessels and gave them important assignments in that worldwide conflict.

Engineering techniques and advancements also have much of their origin in Michigan. Many technological developments of vital concern to our naval forces originated in Michigan, not only because this State is the center of motor genius, but also because the majority of the marine engines for inboard watercraft are manufactured in our state.[11]

MICHIGAN'S PROGRAM FOR 1957–58

Michigan's program calls for nothing that has not previously been authorized by the Congress. Each project was, of course, also surveyed and recommended by the Corps of Engineers.

After considerable study over an extended period of time, the following has been adopted as Michigan's harbor-of-refuge program for the fiscal year 1957–58.

[6] The Michigan State Waterways Commission has had considerable experience in trying to prove to merchants in local communities that a harbor-development program was sound economics for them. In each instance where these merchants have been persuaded to make substantial contributions toward their community's share of the cost of the project, they have always been amply rewarded with the results achieved. In other words, a financial profit did result because recreation has become big business.

[7] Statistics show that the amount of vacations increased more than threefold between 1929 and 1953 (from approximately 18,000,000 weeks of vacations to almost 61,000,000 weeks of vacations). During the same period the average workweek has dropped from nearly 50 hours to a trifle under 42. (These figures are derived from a chart published by Fortune magazine as reproduced by the Southeastern Michigan Tourist Association.) It is also emphasized that the editors of Fortune deem these figures conservative since they were derived from the U. S. Census Bureau postwar surveys of the labor force which were not especially designed to yield vacation data.

[8] These figures are those of the National Association of Engine & Boat Manufacturers, as quoted in the November 16, 1955, issue of the New York Times.

[9] New York, with 9.7 percent of the population, accounts for 9 percent of outboard-motor purchases. Illinois, with 5.7 percent of the population, accounts for 6 percent of sales and ranks third behind Michigan. These figures are supplied by both the National Association of Engine & Boat Manufacturers and by the Outboard Boating Club of America, the leading trade association for outboard boat manufacturers.

[10] Guy W. Huges, president of the Outboard Boating Club of America. For another exposition of the trend toward the average man participating in boating, note an interesting commentary in the New Yorker magazine of June 13, 1953, in its famous Talk of the Town column.

[11] We are told by defense authorities that 10,925 naval officers in World War II came from the State of Michigan. (As quoted in the First Biennial Report of the Michigan State Waterways Commission.)

These projects were authorized more than 10 years ago. We believe it would be wise and economical to complete all of these projects as early as possible. In the absence of such immediate action, the following are the projects bearing the unanimous recommendation of the Michigan State Waterways Commission:

COMPLETION FUNDS

Topmost priority must go to the necessary appropriations of funds to complete the projects so wisely initiated by the Congress in 1955 and 1956. These projects are the harbors of refuge at Port Austin, Au Sable (Oscoda), Harrisville, and Whitefish Point.

It would be an obvious economic waste to permit any interruption in the construction of any of these vital projects. The furnishing of completion funds will assure the writing of continuing contracts, thus keeping costs down to the minimum.

The entire harbor-of-refuge program received a tremendous upsurge this past year as a consequence of the beginning of these projects. Their completion will add many miles of safe coastline on Lakes Huron, Michigan, and Superior to our marine highway.

PORT AUSTIN

Located at the tip of the "thumb" of Michigan, this harbor will extend the marine highway around the peninsula and across the dangerous waters of Saginaw Bay. (The State has already completed its own harbor at East Tawas, 23.7 miles from Port Austin across Saginaw Bay.)

In anticipation of the Federal program, the State has expended large sums on engineering model studies, and, in 1956, State and local interests expended $60,000 on dock improvements. Altogether, almost $100,000 has already been spent by State and local interests here.

More than any other facility, completion of this project will encourage and stimulate the cruising of Michigan waters on Lake Huron in lieu of patronizing the Canadian shoreline.

The completion of this harbor will also permit the Air Force to install a crash-boat station here, materially reducing the risk of drowned airmen operating out of Wurtsmith (Oscoda) Air Base on the other side of the bay.

This harbor also has an important commercial aspect in that negotiations are well underway to establish automobile ferry service between Port Austin and East Tawas, utilizing one of the ferries now operating in the Straits of Mackinac. This will be an important economic gain for the entire "thumb" area of Michigan, and will also aid in reducing the tremendous traffic congestion in the Bay City area, today considered one of the most overcrowded and dangerous highway areas in Michigan.

Fiscal data, Port Austin Harbor[1]

1. Estimated Federal cost (Corps of Engineers)	$1,097,000
2. Estimated non-Federal cost	172,100
3. Cash contributions	172,100
4. Total estimated project cost	1,269,100
5. Appropriations to June 30, 1956	423,200
6. Appropriations for fiscal year 1957–58	200,000
7. Appropriations to date	623,200
8. Appropriations requested for fiscal year 1958	473,800
9. Balance to complete after fiscal year 1958	0

[1] Fiscal data corrected to Apr. 26, 1957.

Physical data

Channels:

Dredge harbor entrance and outward to a depth of 12 feet; total acreage approximately 8.3 acres.

Dredge inner harbor to a depth of 10 feet; total acreage approximately 13.6 acres.

Breakwater: Single, circular steel sheet piling, cell-type breakwater, 1,931 feet long.

Status (January 1, 1957): Steel contracts awarded.

Completion schedule:

Breakwater: June 30, 1958.

Channel: June 30, 1958.

Justification

Port Austin, Mich., is situated on the west side of the tip of the "thumb" of Michigan, at the extreme eastern limits of Saginaw Bay. Port Austin is about 30 miles from Harbor Beach, 29 miles from Oscoda (Au Sable River), and 31 miles from East Tawas, Mich.

Port Austin Harbor is an important link in the continuous chain of harbors of refuge on the east coast of Michigan. These harbors, located at points about 30 miles apart, will provide refuge in case of storm to light-draft vessels sailing between points on Lake Huron. A harbor at Port Austin will be of particular importance to small craft crossing the Saginaw Bay where there is a large expanse of open water which becomes very dangerous in time of storm.

Port Austin Harbor will also serve as the linking point between Lake Huron and Saginaw Bay, and will provide refuge for vessels traveling north from Harbor Beach either to Saginaw or to other points in northern Michigan. In addition, it will serve as a jumping-off point from which vessels may leave for East Tawas, Oscoda, and Harrisville Harbor.

Explanation of local costs

The local cash contribution required on this project is $172,100. Of this amount, $28,000 has already been contributed to the project by the commission. This money was used to subject the site to a tank model study at the University of Michigan Engineering School. Out of this test came the present breakwater design.

In addition to the local contribution, the commission and the village have jointly constructed mooring facilities for transient vessels at a cost of $60,000. The dock has been completed and is now in operation. In addition, local interests have built 2 jetties consisting of rock-filled timber cribs, extending about 200 feet on each side of the outlet of Bird Creek, the cost of which is not available.

OSCODA (AU SABLE RIVER)

This is the next major link in the marine highway. The completion of this authorized project will extend the marine highway northward along Lake Huron. It will immediately be integrated into a pattern of existing harbors of refuge commencing at Port Huron and extending northward via Port Sanilac, Harbor Beach, Port Austin, and East Tawas.

In anticipation of the completion of this Federal harbor of refuge, the State of Michigan has expended large sums of money in renovating and enlarging the dock at East Tawas. Lying south of Oscoda, the East Tawas State dock provides boatmen with all modern conveniences, including electricity, water, gasoline, and 24-hour harbormaster's services.

The completion of this project is also vital to our national-defense program. It will assure maximum and efficient use by the United States Air Force of its crashboat station located here, thereby materially reducing the risk of drowned airmen operating from the Wurtsmith (Oscoda) Air Base.

Fiscal data, Oscoda harbor

1. Estimated Federal cost (Corps of Engineers)	$170,000
2. Estimated non-Federal cost	16,400
3. Cash contributions	16,400
4. Total estimated project cost	186,400
5. Appropriations to June 30, 1956	0
6. Appropriations for fiscal year 1957–58	10,000
7. Appropriations to date	10,000
8. Appropriations requested for fiscal year 1958	160,000
9. Balance to complete after fiscal year 1958	0

Physical data

Channels:

Dredge Au Sable River from entrance upstream to a depth of 10 feet.

Dredge Au Sable River entrance outward to a depth of 12 feet.

Breakwaters: Riprap outer 200 feet of existing north pier.

Status (January 1, 1957): Project not started.

Completion schedule:

Channels: June 30, 1958.

Breakwater: June 30, 1958.

Justification

The Oscoda Harbor, to be located at the mouth of the Au Sable River, is situated on the eastern shore of Lake Huron 20 miles from Harrisville and 19 miles from Tawas Bay. The nearest existing harbors at present are at East Tawas, 19 miles to the south, and Alpena, 50 miles to the north.

The Wurtsmith Air Base is located on the Au Sable River. The river was recently dredged by the Corps of Engineers to permit the airbase crashboat entrance and moorage upstream on the Au Sable River. Only through completion of this harbor can the ingress and egress of this crashboat be assured.

Completion of this harbor, along with the completion of the harbor at Harrisville, will provide a marine highway beginning at Bay City in the Saginaw Bay area through the Straits of Mackinac, and as far north as Sault Ste. Marie in the upper Peninsula. When Port Austin is completed, it will be possible to travel from Bay City to Port Austin and then southward all the way to Detroit along protected waters.

Explanation of local costs

The cost to local interests of complying with the requirements of local cooperation, as set forth in the authorizing legislation, is $16,400. This cost is exclusive of land acquisition, holding the United States free from all damages, and construction of local facilities for mooring transient craft.

Mooring facilities have been provided on the Au Sable River at a cost of $12,000 to local interests. These facilities are in operation and will be entirely completed very soon. The cost of providing necessary lands and easements is now known and will not be determined until the Corps has specified both the lands and rights involved.

HARRISVILLE

The Lake Huron area includes a 230 mile stretch of open water (as measured along the steamship lane) which is practically devoid of natural shelters for craft of any size. Small vessels navigating the lake are subject to exposure to northeasterly gales sweeping across 90 or more miles of open water. The difficulty experienced in reaching refuge when a storm or other emergency is encountered represents the greatest hazard to small craft navigation on Lake Huron.

The completion of this harbor of refuge would make safe what is today the most dangerous part of our Lake Huron shoreline. It is located in a key geographical position, lying almost midway between Saginaw Bay and the Straits of Mackinac.

There is no natural harbor or shelter of any nature from Tawas Bay to Thunder Bay (Alpena). This area is so dangerous that most recreational craft are fearful of traversing it, and instead elect to make their journey on Lake Huron along the Canadian shoreline. Countless boatmen would prefer to travel the American shore, but a healthy respect for Lake Huron and the absence of natural or manmade harbors have driven them away.

The waterways commission has already expended funds on an engineering model study at the hydrology laboratory of the Engineering Research Institute of the University of Michigan. Lengthy experiments have resulted in a recommended design of breakwaters that is both economical and uniquely suited to the particular characteristics and topography of Harrisville.

Fiscal data, Harrisville Harbor [1]

1. Estimated Federal cost (Corps of Engineers)	$1,310,000
2. Estimated non-Federal cost	129,500
3. Cash contributions	129,500
4. Total estimated project cost	1,439,500
5. Appropriations to June 30, 1956	22,000
6. Appropriations for fiscal year 1957–58	260,000
7. Appropriations to date	282,000
8. Appropriations requested for fiscal year 1958	500,000
9. Balance to complete after fiscal year 1958	528,000

[1] Fiscal data corrected to Apr. 26, 1957.

Physical data

Channels: Dredge entrance channel and outward to a depth of 12 feet, total acreage approximately 25 acres.

Breakwaters: Two, 2,630 feet and 349 feet long, respectively.

Status (January 1, 1957): Steel contracts awarded.

Completion schedule:

Channels: June 30, 1959

Breakwaters: June 30, 1959

Justification

Harrisville Harbor is one of a chain of harbors of refuge on the Great Lakes for light-draft vessels. When completed, the harbors in this chain will be at intervals of 25 to 30 miles around the United States shoreline of the Great Lakes.

Harrisville Harbor is located in a strategic position for use as a refuge harbor since it is on the eastern shore of Lake Huron, 20 miles from Oscoda and 30 miles from Alpena. The nearest existing harbors at present are East Tawas, 39 miles south, and Alpena, 30 miles north of Harrisville. Harrisville will be a welcome haven during storm periods for the vessels operating in the treacherous waters of Lake Huron.

Explanation of local costs

The cost to local interests of complying with the requirements of local cooperation, as set forth in the authorizing legislation, is $129,500. This cost is exclusive of land acquisition, holding the United States free from all damages, and construction of local facilities for mooring transient craft.

The local cash contribution of $129,500 was 50 percent of the original cost of the project. This amount was fixed by House Document 446, so that the present excess cost is to be borne by the Federal Government. The Michigan State Waterways Commission has furnished this local cash contribution, and is also the agency responsible for providing all other local assurances, including the construction of a public dock in the area.

The cost of providing moorage facilities at Harrisville when the project is completed is expected to be at least $50,000. The cost of necessary lands and easements will not be known until the corps has determined and specified these lands and rights.

WHITEFISH POINT

A casual glance at a map of the Great Lakes will immediately disclose the tremendous importance of Whitefish Point as a harbor of refuge. Located at the northeasterly tip of Michigan's Upper Peninsula, a harbor of refuge here is required before Whitefish Bay and a significant portion of always dangerous Lake Superior can be made safe.

Today few recreational watercraft will dare venture north of the locks of Sault Ste. Marie because of the absence of a harbor or place of refuge. During spring and fall, Lake Superior is subjected to numerous storms as a result of strong winds from the northeast and northwest. Most of these storms make navigation on the long stretches of harborless shore especially dangerous to small craft. During the summer months there is also danger from heavy fogs and squalls.

Fiscal date, Whitefish Point Harbor [1]

1. Estimated Federal cost (Corps of Engineers)	$709,000
2. Estimated non-Federal cost	0
3. Cash contributions	0
4. Total estimated project cost	709,000
5. Appropriations to June 30, 1956	9,000
6. Appropriations for fiscal year 1957–58	100,000
7. Appropriations to date	109,000
8. Appropriations requested for fiscal year 1958	600,000
9. Balance to complete after fiscal year 1958	0

[1] Fiscal data corrected to Apr. 26, 1957.

Physical data

Channels: Dredge harbor basin and entrance channel to a depth of 12 feet, except within 50 feet of breakwater to be dredged to a depth of 8 feet.

Breakwaters:

North: 590 feet long.
South: 520 feet long.
Status (January 1, 1957): Steel contracts awarded.
Completion Schedule:
Channels: June 30, 1959.
Breakwaters: June 30, 1959.

Justification

Whitefish Point is located on the southeastern shore of Lake Superior approximately 42 miles north of Sault Ste. Marie, Mich., and 49 miles from Grand Marais, Mich. At the present time, small craft traveling in Lake Superior must travel from Sault Ste. Marie 91 miles northwesterly to Grand Marais before reaching any shelter whatsoever from storms and bad weather.

It is presently impossible to travel this distance with small craft with any reasonable degree of safety during even moderate storm conditions. Since Whitefish Point Harbor would be the first refuge site available upon entering the waters of Lake Superior, its completion is necessary before Lake Superior will be opened to transient small craft traffic. Whitefish Point, along with Little Lake Harbor, will provide stopping-off points approximately 20 miles apart to break up the long trip from Sault Ste. Marie to Grand Marais, the first presently available harbor in Lake Superior.

It is apparent that completion of this harbor is necessary to justify completion of any further refuge harbors on Lake Superior's otherwise rockbound coast, making it necessary to construct manmade harbors in order to protect and foster small craft travel.

Explanation of local costs

Although there is no local cash contribution required on this project, local interests are fully prepared to carry out all other assurances including constructing suitable moorage facilities at this point for transient small craft. It is estimated that such facilities will cost in the neighborhood of $40,000.

THE CONTINUING PROGRAM

The Michigan State Waterways Commission also earnestly requests the immediate completion of the following harbors of refuge authorized by Congress in 1945: Little Lake, Big Bay, Lac LaBelle.

The funds required of local interests are all available at this time through the Waterways Commission. All other local assurances can also be furnished.

These harbors are located on what is by far the most dangerous portion of our Great Lakes shoreline—the southern shore of Lake Superior. On many occasions even our larger commercial vessels have found themselves in serious peril here, and much property damage and loss of life has occurred over the years.

LITTLE LAKE

Little Lake is 28 miles east of Grand Marais and 21 miles west of Whitefish Point Harbor. It will be the only shelter between these points, being located on an otherwise barren, rocky, and treacherous coast.

This harbor is the key link in the marine highway chain of Lake Superior once Whitefish Point is completed. This harbor will break up a shelterless stretch of 50 miles at the entrance to Lake Superior. A harbor here is an absolute necessity if recreational traffic on Lake Superior is ever to be developed.

Fiscal data, Little Lake Harbor [1]

1. Estimated Federal cost (Corps of Engineers)	$268,000
2. Estimated non-Federal cost	57,670
3. Cash contribution	57,670
4. Total estimated project cost	325,670
5. Appropriations to June 30, 1956	0
6. Appropriations for fiscal year 1957–58	0
7. Appropriations to date	0
8. Appropriations requested for fiscal year 1958	268,000
9. Balance to complete after fiscal year 1958	0

[1] Fiscal data corrected to Apr. 26, 1957.

Physical data

Channel: Dredge lake approach between breakwaters to inland lake to a depth of 12 feet.

Breakwaters:

West: 770 feet long.

East: 670 feet long.

Status (January 1, 1957): Project not started.

Completion schedule:

Channels: None established.

Breakwaters: None established.

Justification

Little Lake was originally planned in conjunction with Whitefish Point Harbor to break up an existing stretch of over 90 miles of unprotected shore between Sault Ste. Marie and Grand Marais, Mich. Whitefish Point Harbor is now in the first stages of construction and is scheduled for completion by June 30, 1959.

Completion of Whitefish Point Harbor in itself will do very little toward opening Lake Superior for small-craft travel. When boats leave Sault Ste. Marie and arrive at Whitefish Point Harbor they still have a distance of 49 miles to travel to Grand Marais, Mich., the next protected harbor on Lake Superior. In order to break up this hazardous trip, it is proposed that Little Lake be completed thereby opening Lake Superior to small-craft traffic as far west as Marquette, Mich.

Explanation of local costs

The cost to local interests of complying with the requirements of local cooperation, as set forth in House Document 446, is $57,670. This cost to local interests is exclusive of land acquisition, holding the United States free from all damages, and the construction of local facilities for mooring transient craft.

The local cash contribution of $57,670 was 50 percent of the original cost of the project. This amount was fixed by House Document 446 so that the present excess cost is to be borne by the Federal Government. The Michigan State Waterways Commission has this local cash contribution available and is also ready to provide all other local assurances, including the construction of a public dock in the area.

The cost of providing mooring facilities at Little Lake when the project is completed is expected to be at least $40,000. The cost of necessary lands and easements will not be known until the corps has determined and specified these lands and rights.

BIG BAY

This harbor is located on the south shore of Lake Superior, 33 miles northwest of Marquette and 38 miles east of the portage entry.

When completed, the harbor will serve as the only shelter point on a stretch of water 71 miles long. It is because of the existence of barren expanses of rocky coastlines such as this that boatmen on Lake Superior hesitate to leave the vicinity of their local harbors.

Completion of the Big Bay project will permit boats located on the Keweenaw Peninsula to travel east on Lake Superior to Marquette and beyond into the other Great Lakes. It will permit boats entering Lake Superior to travel to the Keweenaw Peninsula, the center of the Upper Peninsula tourist trade.

Fiscal data, Big Bay Harbor [1]

1. Estimated Federal cost (Corps of Engineers)	$305,000
2. Estimated non-Federal cost	38,000
3. Cash contribution	38,000
4. Total estimated project cost	343,000
5. Appropriations to June 30, 1956	0
6. Appropriations for fiscal year 1957–58	0
7. Appropriation to date	0
8. Appropriations requested for fiscal year 1958	305,000
9. Balance to complete after fiscal year 1958	0

[1] Fiscal data corrected to Apr. 26, 1957.

Physical data

Channel:
Dredge entrance channel 50 feet wide up to a depth of 12 feet.
Dredge inner harbor basin 10 feet deep in the form of a Y with channels 50 feet wide, totaling about 860 feet in length.
Breakwaters: Two, 525 feet and 550 feet long, respectively.
Bank revetments: Two, each 100 feet in length.
Status (January 1, 1957): Project not started.
Completion schedule:
Channels: None established.
Breakwater: None established.
Revetment: None established.

Justification

This harbor is located on the south shore of Lake Superior in the area most susceptible to fog and an area coincident with that of low water temperatures. Local magnetic attraction or disturbance of the compass needle is more prevalent on Lake Superior than on the other Great Lakes and it is strongest in the vicinity of Big Gay, Mich.

The cost to local interests of complying with the requirements of local cooperation, as set forth in House Document 446, is $38,000. This cost is exclusive of land acquisition, holding the United States free from all damages, and construction of local facilities for mooring transient small craft.

The cash contribution of $38,000 was 50 percent of the original cost of the project. This amount was fixed by House Document 446 so that the present excess cost is to be borne by the Federal Government. The Michigan State Waterways Commission has available the local cash contribution, and is also ready to provide all other local assurances, including the construction of a public dock in the area.

The cost of providing mooring facilities at Big Bay when the project is completed is expected to be at least $40,000. The cost of necessary lands and easements will not be known until the corps has determined and specified these lands and rights.

LAC L'BELLE

Lac LaBelle is a beautiful, sheltered lake connected to Lake Superior by a river channel which is constantly blocked by sand due to the action of the lake currents. It is located on the eastern shore of the Keweenaw Peninsula at the tip of the Keweenaw Bay.

The Keweenaw Bay is now the focal point of existing recreational traffic on Lake Superior. The bay is unexcelled as a fishing area and annually attracts large numbers of sportsmen and tourists throughout the Nation. Yet it is not sheltered from the prevailing storm direction and protection for small craft is sorely needed.

Fiscal data, Lac LaBelle Harbor [1]

1. Estimated Federal cost (Corps of Engineers)	$347,000
2. Estimated non-Federal cost	38,200
3. Cash contribution	38,200
4. Total estimated project cost	385,200
5. Appropriations to June 30, 1956	0
6. Appropriations for fiscal year 1957–58	0
7. Appropriations to date	0
8. Appropriations requested for fiscal year 1958	347,000
9. Balance to complete after fiscal year 1958	0

[1] Fiscal data corrected to Apr. 26, 1957.

Physical data

Channels:
Entrance channel to a depth of 12 feet.
Dredge inner channel to a depth of 10 feet into Lac LaBelle.
Breakwaters: 2, 540 feet and 450 feet long, respectively.
Bank revetment: 150 feet long on north side of entrance channel.
Status (January 1, 1957): Project not started.
Completion schedule:
Channels: None established.
Breakwaters: None established.
Revetments: None established.

Justification

Lac LaBelle is 26 miles by water from Copper Harbor and 20 miles by water from Grand Traverse Bay on the eastern shore of the Keweenaw Peninsula. It is estimated that there are more boats operating from ports on this peninsula than at any other spot on Lake Superior.

Lac LaBelle will provide a connecting harbor between Copper Harbor and Grand Traverse Bay, thereby permitting boats to operate in the Keweenaw Bay and to pass into Lake Superior and around the tip of the peninsula in relative safety. This harbor, along with Eagle Harbor and Black River Harbor, will permit vessels to leave the Keweenaw Peninsula and travel westward to Duluth without leaving sheltered shores.

Explanation of local costs

The cost to local interests of complying with the requirements of local cooperation as set forth in House Document 446 is $38,200. This cost to local interests is exclusive of land acquisition, holding the United States free from all damages, and construction of local facilities for mooring transient craft.

The local cash contribution of $38,200 was 50 percent of the original cost of the project. This amount was fixed by House Document 446, so that the present extra cost is to be borne by the Federal Government. The Michigan State Waterways Commission is ready to furnish this local cash contribution, and is also prepared to provide all other local assurances, including the construction of a public dock in the area.

The cost of providing mooring facilities at Lac LaBelle when the project is completed is expected to be at least $50,000. The cost of necessary lands and easements will not be known until the Corps has determined and specified these lands and rights.

CLARIFICATION OF EXISTING PROJECTS

An anomalous situation has arisen regarding several of the harbors-of-refuge authorized by Congress in 1945 and already provided with initial construction funds.

First, new methods of construction and greatly improved harbor designs have been developed since the original engineering surveys of these harbors were completed in the 1930's. In addition, methods have been devised whereby tests in hydrographic laboratories can be made to accurately determine the most feasible deisgn to follow in any given harbor project.

Several such tests were made to determine the proper harbor designs of Port Austin and Harrisville. In both cases, the changes recommended by the University of Michigan Hydrographic Laboratory were quite extensive as compared to the original design. These changes were accepted by the Corps of Engineers with but one small, but vital exception. That is, the Corps of Engineers felt bound by the dictates of House Document 446 insofar as the area within the harbor to be dredged was concerned.

This presents an unusual situation: The location, size, and design of breakwaters can be completely changed from those in House Document 446, but the area to be dredged must remain the same. This interpretation is not caused by comparative costs, because in the two projects above-mentioned, the dredging costs are the smallest part of the total construction expense. Rather, the situation is created by what the Corps of Engineers feels was the intent of Congress when authorizing these projects. Even though they recognize the desirability of increasing such dredging areas, they do not feel they can authorize such project changes without a favorable indication of congressional intent.

It is this indication of congressional intent to permit reasonable deviations from the requirements of House Document 446 on dredging aspects of a project that we seek at this legislative session. We are convinced that it would be foolhardy to accept the tests of a tank model study in all respects and then ignore the laboratory's recommendations as to the dredging required.

Each recommendation hinges upon the other, so that if one is not followed, there generally is little sense in following the others. An indication of congressional willingness to permit such changes will serve to justify the expense of the tank model studies and will bear rich returns in decreased maintenance expenses in future years.

Harbor of refuge costs—showing division of costs for Michigan harbors-of-refuge

Project	Local contribution	Federal costs	
		Original cost estimates in H. Doc. 446 (1944)	Estimated costs at 1956 price levels
Lake Huron:			
Port Sanilac	$130,000	$141,100	$650,000
Port Austin	172,100	175,100	1,097,000
Point Lookout	104,500	784,600	(1)
Oscoda	16,400	107,000	170,000
Harrisville	129,500	793,000	1,945,500
Hammond Bay	89,400	589,000	916,000
Lake Michigan:			
St. James	7,500	9,600	46,000
Cheboygan Inland Route	55,000	(1)	296,000
Lake Superior:			
Whitefish Point	None	300,000	709,000
Little Lake	57,670	57,670	268,000
Big Bay	38,000	103,000	197,000
Grand Traverse Bay	12,500	(1)	252,000
Lac La Belle	38,200	38,190	163,000
Eagle Harbor	27,800	27,800	112,000
Black River	30,000	70,300	266,000
Chippewa Harbor	None	72,500	95,000

[1] No figures available.

Status of harbors-of-refuge as of June 30, 1056

Project:	*Status*
Grand Traverse Bay	Completed 1949.
Port Sanilac	Completed 1950.
St. James	Completed 1956.
Chippewa Harbor	Do.
Port Austin	Initial funds appropriated 1955.
Black River	Do.
Oscoda (Au Sable)	Initial funds appropriated 1956.
Cheboygan Inland Route	Do.
Eagle Harbor	Do.
Whitefish Point	Do.
Harrisville	Do.
Little Lake	No funds yet appropriated.
Lac LaBelle	Do.
Big Bay	Do.
Point Lookout	Do.
Hammond Bay	Do.

Mr. RABAUT. I want to thank you both for coming here. You have made a fine presentation.

The committee will stand adjourned until 10 o'clock tomorrow morning.

FRIDAY, MAY 17, 1957.

MARAIS DES CYGNES RIVER

WITNESS

HON. ERRETT P. SCRIVNER, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF KANSAS

Mr. CANNON. The committee will be in order.

We will resume consideration of public works. The gentleman from Kansas, Congressman Scrivner.

Mr. SCRIVNER. Mr. Chairman, I enjoyed the visit so much with the committee yesterday that I want to pay a very brief return visit

of 1 minute to bring some additional information about the Marais des Cygnes.

Mr. CANNON. The pleasure is mutual. You may proceed.

Mr. SCRIVNER. The flood situation at home impels a supplemental statement about the Marais des Cygnes River. I have just received a wire from Russell L. Crites, president of the Marais des Cygnes Valley Flood Control Association sent at 9:23 this morning:

Marais des Cygnes flooding 23 feet now at Ottawa. Expected to crest above 26 feet by noon.

That means that Main Street I showed you a picture of yesterday, which was once under water, will again be partially flooded sometime today.

Mr. CANNON. What is the time of that wire?

Mr. SCRIVNER. 9:23 this morning.

Within the last few hours Mr. Lamar Phillips was in conference with the folks at Ottawa and he has given me this supplemental statement that I request be inserted in the record. He states that at Quenemo, which is 16 miles upstream from Ottawa, the river reached a stage of 29.5 feet early today and was still rising at the rate of 1 foot per hour and that the Weather Bureau expects that the river will go to a stage of 26 feet at Ottawa today or tomorrow. This information just shows you the extremes. That is the stream I showed you yesterday where it was 60 feet deep and over 5 miles wide during the flood and 14 months later it was a sandbar. There has been a drought in that area for over 5 years but it looks like that drought has been broken in a very sudden, serious, and costly manner.

I would like these inserted in the record at this time, so that the record may be current, complete, and timely.

Mr. CANNON. They will be inserted.

(The documents referred to are as follows:)

OTTAWA, KANS., *May 17, 1957.*

Representative ERRETT P. SCRIVNER,
House Office Building, Washington, D. C.

Marais des Cygnes flooding 23 feet now at Ottawa. Expected to crest above 26 feet by noon.

RUSSELL L. CRITES,
President, Marais des Cygnes Valley Flood Control Association.

SUPPLEMENTAL STATEMENT OF LAMAR PHILLIPS, OTTAWA, KANS.

It was learned at 9:30 this morning that the Marais des Cygnes River is flooding this morning in its upper reaches in Kansas.

At Quenemo, 16 miles upstream from Ottawa, the river reached a stage of 29.5 feet early today and was still rising at a rate of 1 foot per hour.

The Weather Bureau expects that the river will go to a stage of 26 feet at Ottawa by Saturday, or early Sunday.

The stage of 29.5 feet at Quenemo places the river 1½ feet above flood stage.

A stage of 26 feet at Ottawa will be 3 feet above flood stage.

These conditions will put part of Ottawa under water in the lowest area, and will inundate a considerable amount of bottom farmland, which is just now in the early stages of the farming season of the valley.

The stage of 26 feet at Ottawa, if it is reached, will start a flow of water across the town's Main Street in the lower part of the business district. This street carries the traffic of highways U. S. 50 and 59, and also the traffic of Kansas 68 and 33.

Mr. SCRIVNER. Thank you very much, Mr. Chairman.

Mr. CANNON. Thank you.

FRIDAY, MAY 17, 1957.

LOWER MISSISSIPPI RIVER AND TRIBUTARIES

WITNESS

HON. JERE COOPER, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF TENNESSE

Mr. CANNON. Congressman Cooper, we are glad to have you with us. You appear in behalf of what project?

Mr. COOPER. The Lower Mississippi River and tributaries.

Mr. CANNON. The committee will be glad to hear you.

Mr. COOPER. Mr. Chairman and gentlemen of the committee, I desire to express my very deep appreciation for the privilege of again appearing before this distinguished committee and I want to thank you for the courtesies extended to me on this and many other occasions.

Following the usual custom in appearing before congressional committees, I will state that my name is Jere Cooper, Representative in Congress from the Eighth Congressional District of Tennessee, and my residence is Dyersburg, Tenn. I have been advised by the clerk of the committee that a large number of witnesses have requested an opportunity to be heard on the pending bill, and realizing that the committee is extremely busy, I shall only ask your indulgence to present a brief statement on a matter that is of vital importance to the people of west Tennessee and especially those of the district which I have the honor to represent. My statement is similar to those previously presented by me to this committee on this subject and I would appreciate it if you would kindly refer to my previous statements and those of other witnesses appearing on this subject which appear in the hearings held by this committee on this bill during recent years.

This matter has been fully and adequately presented by me and quite a number of other witnesses appearing at previous hearings. I want to take advantage of this opportunity to again express my deep appreciation to members of this committee for their kindness and interest in visiting west Tennessee and in familiarizing themselves with the serious problem that so vitally affects the people of my home area, and for your kindness in including the appropriation provided for the current year.

I desire to very strongly request and respectfully urge that at least the full amount recommended and requested by the Mississippi Valley Flood Control Association be appropriated for flood control and drainage for the lower Mississippi River and tributaries. This area in Tennessee along the Mississippi River, embracing some one-half million acres of valuable land, has been without adequate flood protection, and the constantly recurring floods have resulted in the loss of some lives and the very heavy loss of livestock, crops, buildings and other property running into millions of dollars.

The appropriation of adequate funds here requested is vitally necessary to afford that measure of protection to which the people of this area are justly entitled.

There is also a very serious drainage problem in this area, and especially with respect to the Obion River and Forked Deer River and their tributaries, for which authorized projects were included in

the Flood Control Acts of 1946 and 1948, and for which adequate funds should be provided to get this important drainage work underway as promptly as possible. I would like to also strongly request that the full amount authorized by law be appropriated to carry forward the snagging and channel-improvement program.

There is an overflow area, above the Mississippi backwater area, along the Obion River and its principal tributaries which comprises about 310,000 acres. Frequent overflows have caused abandonment of large areas of cropland and retarded development of woodland. Inadequate drainage, due to insufficient outlets, hampers cultivation and reduces yields within the limit of maximum overflow. Local interests, through organized drainage districts, have constructed ditches at a cost of many millions of dollars in an effort to provide drainage for this area, but the rivers covered in this project have become so filled up and their channels so congested that sufficient outlet is not provided to afford the proper drainage of the area.

These local interests appeared at public hearings held by the district engineer at my hometown of Dyersburg, Tenn., as well as several other places, and expressed their desire for improved drainage outlets and relief from overflow by channel improvement of the Obion and Forked Deer Rivers and their tributaries. They gave assurances of their willingness to cooperate by furnishing rights-of-way and the usual cooperation provided by local interests.

The district engineer made a very thorough investigation and has presented his report and recommended a plan contemplating channel improvements as required to insure adequate outlets on the Obion and Forked Deer Rivers and their principal tributaries. The Mississippi River Commission recommended that the existing project for the lower Mississippi River be modified to provide for improvements on the Obion and Forked Deer Rivers and their principal tributaries.

It should be noted that the district engineer advises that the greatest problem in the Obion and Forked Deer River systems principally concerns the ineffective drainage of farmlands. He expresses his opinion that channel improvements consisting of cleanout, enlargement, and realinement; as required of the Obion and Forked Deer Rivers and their principal tributaries, will, by reducing the extent of overflows during the crop season and by materially reducing the duration of overflow periods, provide effective drainage for 118,000 acres of cropland and present the opportunity for development of 60,000 acres of woodland for agricultural use. The engineers found that the project is economically feasible and recommended its approval

It should be borne in mind that the channel improvements covered in this project are designed with capacities sufficiently large to eliminate overflow during the crop season on a considerable part of the area and provide drainage outlets which are now lacking. Flood runoff will be so accelerated that the duration of the overflow periods will be materially reduced. The overflow area along the main stems of the Obion and Forked Deer Rivers, above the general effect of Mississippi River backwaters, and along their principal tributaries comprise about 310,000 acres. In addition, there are approximately 145,000 acres in the flood plains of the minor tributaries.

As the situation now exists the channels of these rivers and many of the drainage ditches are intermittently filled to a considerable depth and, in many instances, are blocked for a distance of several

miles with sand, silt, stumps and drifts, and these conditions have resulted from inadequate outlets, insufficient capacity and improper maintenance of these streams.

The improvements embraced in this project are vitally needed in the interest of agriculture, as well as the improvement of health conditions in the area, and I very strongly urge that the necessary and adequate appropriation be provided in the pending bill for this very worthy and vitally necessary project.

Thank you. I appreciate your kindness.

Mr. CANNON. Thank you, Congressman Cooper.

FRIDAY, MAY 17, 1957.

EXTENSION OF THE CONTRA COSTA CANAL

WITNESSES

ROBERT L. McCARTY, WASHINGTON, D. C., SPECIAL COUNSEL, EAST BAY MUNICIPAL UTILITY DISTRICT, OAKLAND, CALIF.

JOHN W. McFARLAND, GENERAL MANAGER, EAST BAY MUNICIPAL UTILITY DISTRICT, OAKLAND, CALIF.

Mr. CANNON. Mr. McCarty and Mr. McFarland. Will you be seated, gentlemen. You appear in behalf of what project?

Mr. MCCARTY. We appear in opposition to a proposed extension, known as the Richmond aqueduct, of the Contra Costa Canal. That canal is a feature of the Central Valley project in California.

Mr. CANNON. The committee will be glad to hear you.

Mr. MCCARTY. My name is Robert L. McCarty. I am special counsel for the East Bay Municipal Utility District, Oakland, Calif., and I am accompanying Mr. John W. McFarland, general manager of that district.

We appear on language which has been in the budget and in the appropriations bills for a good many years now in connection with Bureau of Reclamation construction funds providing, in brief, that funds shall be expended only in connection with the preparation of plans for the extension of the Contra Costa Canal by way of the so-called Richmond conduit.

Mr. McFarland's district is concerned in this by reason of the fact the area that would be served by this proposed conduit is almost entirely within the East Bay Municipal Utility District.

I think the committee is quite familiar with the situation. I will ask if we may submit a statement for the record which shows the background of this subject matter which has been before the committee since 1951, and then ask Mr. McFarland to give the local picture. If I may, I will follow Mr. McFarland to present the amendment we would like to ask you to consider.

Mr. CANNON. The statement will be included in the record.

(The statement referred to is as follows:)

STATEMENT OF ROBERT L. MCCARTY ON BEHALF OF THE EAST BAY MUNICIPAL UTILITY DISTRICT, OAKLAND, CALIF.

I am Robert L. McCarty, a member of the law firm of Ely, McCarty & Duncan with offices in the Tower Building, Washington, D. C. We are special counsel for the East Bay Municipal Utility District, Oakland, Calif. I am accompanying Mr. John W. McFarland, general manager of that district. a publicly owned organization which delivers water to some 14 cities in the San Francisco East Bay area, ranging, north to south, from Richmond to San Leandro.

We oppose a proposal to divert water from the Contra Costa Canal, a feature of the Central Valley project in California, by means of the so-called Richmond conduit or aqueduct, planned to carry industrial water to the Southwest Contra Costa County Water District in Richmond, Calif. This district is located almost entirely within the present service area of the East Bay Municipal Utility District and the service this district proposes would be a duplication of some of East Bay's existing facilities in the Richmond area. We think that the use of Federal funds to build this project, thus supporting one public agency in competition with another public agency cannot be justified.

The specific language which concerns us appears in the budget in connection with Bureau of Reclamation construction funds, as follows:

"*Provided further*, That no part of this appropriation shall be available for other than the completion of field engineering survey work, and preliminary designs of the Southwest Contra Costa County Water District system and no repayment contract shall be executed or construction begun until plans have been submitted to and approved by the Congress through its legislative and appropriation procedures, after submission of a report to the Congress by the Secretary of the Interior (1) on the cost and feasibility of said project, including the necessary distribution system, and (2) on the rates required to be charged to the ultimate consumers."

This problem started in 1951 when the Bureau of Reclamation requested funds with which to construct this project on a secretarial authorization. The language just quoted resulted, we understand, in order to permit the half-completed studies to be finished. We have appeared each year in support of the prohibition against construction without an act of Congress.

The feasibility report called for by the proviso just quoted was submitted by the Bureau to the Speaker of the House in March of 1954. In addition, authorizing legislation was introduced in the 83d and 84th Congresses.

A report submitted by the Interior Department to the House Interior and Insular Affairs Committee on December 2, 1955, stated:

"It is [the Department's] general policy that, wherever local construction is possible, local interests should not look to the Federal Government for such works as are here involved. Our present purpose, therefore, is to furnish your committee with the factual data called for by appropriation act language in order to assist it in determining the course of conduct it may wish to follow in connection with the bill."

A Budget Bureau letter of March 11, 1954, referenced in the Interior letter report of December 2, 1955, contained the following:

"There is at present a water supply available for industrial, as well as domestic, purposes in the Richmond area. The East Bay Municipal Utility District,a publicly owned, nonprofit agency, has constructed major facilities for a supply of 30,080,000 cubic feet daily, of which the utility district estimates it is currently using 15,374,000 cubic feet daily. The unused supply of 14,706,000 cubic feet daily is nearly 5 times the capacity of the project system outlined above. The district officials state that this present excess capacity is fully adequate to meet the future industrial requirements of the Richmond area as well as other areas within the district. The East Bay Municipal Utility District states that in 30 years of its operation, $77 million in bonds have been voted by the people to pay for waterworks it has constructed or purchased. The utility district maintains it can furnish new industries with high-quality, treated, and filtered water through its system with adequate storage, pressure, and standby service at rates which have been decreasing more and more as the district's debt is retired. These rates, on a monthly rate schedule, as of September 1, 1953, were—

["Per 100 cubic feet]	
"For the 1st 3,300 cubic feet	$0. 20
For the next 30,000 cubic feet	. 18
For the next 300,000 cubic feet	. 12
For all over 333,300 cubic feet	. 09"

The Director of the Bureau of the Budget concluded that construction of the project with Federal funds —

"* * * would place the Federal Government in the position of competing with an already existing local enterprise which, with the presently constructed system, is capable of providing the required water supplies at an apparently reasonable price.

"Accordingly, you are advised that while there would be no objection to the submission to the committee of your proposed noncommital report on H. R. 3691, in the light of the above comments the Bureau of the Budget would not recommend its enactment at this time. It will be appreciated if you will furnish a copy of this letter with the report you submit to the Congress."

The Interior Department letter report of December 2, 1955, also shows a cost estimate, as of January 1953, of over $6 million and points out several areas of additional cost on which no estimates were offered, as follows:

"The report to the Congress made pursuant to a provision in the Interior Department Appropriation Act, 1954, identical to that quoted above indicates that the construction cost involved in bringing water from the Contra Costa Canal to the head of a distribution system to be locally constructed would be about $6,130,000 in terms of prices prevailing in January 1953. To amortize this investment with interest at the rate of 2½ percent over 40 years and to cover a $10 per acre-foot charge for water alongside the Contra Costa Canal would require payment by the district of approximately 8.96 cents per 1,000 gallons at the head of its distribution system. The added cost of distribution would bring the average price of raw water to the consumer to an average of about 11.69 cents per 1,000 gallons. These estimates do not include any allowance for special taxes presently being levied by the East Bay Municipal Utility District or any assessments that may be levied in the future by the Southwest Contra Costa County Water District. They likewise do not include any costs for boosting of pressures, water treatment that may be found necessary by certain industries to meet specialized processing requirements, or costs for standby or peaking service from local facilities."

We think it clear from these reports that the cost of water to significant users of the proposed aqueduct would be at least as much and probably more than charges for water now received by the same users from the East Bay Municipal Utility District. We do not see how a duplicating system can be justified on this basis alone. When there is added to this the plain fact that Government financing and construction of this project would be supporting one publicly owned agency in competition with another, we say the proposal is utterly indefensible.

We think it time to clear the air. The report called for by the language in the budget was submitted to you 3 years ago. There is no need to continue that open-ended language. No purpose is served by continuing this project as an annual candidate for a feasibility report. We respectfully urge your consideration and adoption of the following in lieu of the language in the budget:

"*Provided further*, That no funds appropriated by this or any previous Act shall be used for the construction of an aqueduct or extension of the Contra Costa Canal to the Southwest Contra Costa County Water District or city of Richmond, California; and no contract shall be negotiated by the United States or any officer thereof for the construction or financing of such aqueduct or canal unless and until the construction of the same shall have been specifically authorized by Act of Congress."

This language would recognize that the report called for has been received by Congress and would continue the prohibition against construction or contracting to construct in the absence of a specific project authorization from Congress.

Mr. CANNON. Mr. McFarland.

STATEMENT OF JOHN W. M'FARLAND

Mr. MCFARLAND. Mr. Chairman and members of the committee, my name is John W. McFarland, general manager of the East Bay Municipal Utility District of Oakland, Calif.

This is the seventh year I have appeared before this committee on this same subject. My remarks will be very brief because Mr. McCarty's statement will cover our specific request.

To remind the committee of the same thing we mentioned last year, our organization is a publicly owned district serving water on the eastern shores of San Francisco Bay.

Mr. CANNON. You are incorporated?

Mr. MCFARLAND. No; it is a publicly owned district organized under a California statute providing for such groups and giving them taxing authority. We are governed by 5 directors elected by the people, and we serve water to 14 cities and a great amount of unincorporated area in the vicinity. We have been in business about 30 years.

Some time ago a proposal was made to extend the Contra Costa Canal in the area we already serve. Our position has been that it is an unnecessary project; it is a duplication of service already rendered by us, and would result in a wrong expenditure of Federal funds. So far, and as far as we can see in the future, we of the East Bay district have financed our own projects locally.

Language has appeared in the bill in connection with Bureau of Reclamation construction funds prohibiting anything except a report on this subject up to now. The report was completed in 1954. Comments by the Bureau of the Budget and others indicated that the project was an infeasible project, and I urge that the amendment to be presented by Mr. McCarty be granted and that a prohibition be included in this bill against any funds for this project.

Mr. CANNON. Thank you.

AMENDMENT PROPOSED

Mr. MCCARTY. The language of the amendment which we request is simply this, in lieu of the language in the budget:

Provided further, That no funds appropriated by this or any previous act shall be used for the construction of an aqueduct or extension of the Contra Costa Canal to the Southwest Contra Costa County Water District or city of Richmond, Calif.; and no contract shall be negotiated by the United States or any officer thereof for the construction or financing of such aqueduct or canal unless and until the construction of the same shall have been specifically authorized by act of Congress.

Mr. CANNON. You are familiar with the language that has been carried for a number of years?

Mr. MCCARTY. Yes.

Mr. CANNON. The only change is the matter of tense?

Mr. MCCARTY. That is about it. The language we recommend would recognize that the report has been submitted, through deleting the Budget language calling for a report and would simply continue the prohibition now in the budget against constructing or contracting until specifically authorized by Congress.

Mr. CANNON. It will be taken under consideration.

Mr. MCCARTY. Thank you.

FRIDAY, MAY 17, 1957.

CALIFORNIA PROJECTS

WITNESS

HON. CLAIR ENGLE, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF CALIFORNIA

Mr. CANNON. Congressman Engle. We are glad to have our colleague from California before us. In behalf of what project do you appear?

Mr. ENGLE. I am appearing in support of the various flood-control projects which have already been testified to by numerous members of the very large delegation that appeared here from California, and without going into detail on those I merely want to subscribe to the support which the California delegation gave to those projects.

TRINITY RIVER

Today I want to deal more particularly with the fund situation in connection with the recommended appropriations for the Trinity River project. I am very much concerned about the amount in the administration's budget for continuing construction of the Trinity Dam and the Clear Creek tunnel. I am sure the members of this committee know that after a project is underway there is an efficient rate of construction which must be pursued, otherwise the costs of the project go up. In this instance there has been some $15 million spent on this project. The contract has been let for the construction of the diversion tunnel which would take the water around the dam site, and the contract has been let for the construction of the dam.

Briefly, the program which the administration has submitted to Congress for fiscal year 1958 includes only $10,600,000 for earnings under the 2 contracts for the Trinity Dam and Clear Creek tunnel. The construction schedule of the contractors, worked out in accordance with the time requirements called for by the specifications, shows their requirement for $28,300,000 for fiscal year 1958. In other words, there is an indicated deficiency of $17,700,000.

I have a letter from the Trinity Dam contractors which I will submit for the record showing the effect of such a deficiency upon their construction operations.

The Trinity Dam contractors require $10 million more than is presently in the budget to keep the Trinity Dam going at an efficient rate. They point out the serious implications of delaying the work and the large increases in cost both to themselves and to the Federal Government. The river must be controlled during construction activities, and therefore certain work must be completed during certain seasons of the year or there is risk of great damage from floods.

Mr. CANNON. What was the amount originally requested of the Budget Bureau?

Mr. ENGLE. The amount requested?

Mr. CANNON. Yes. Did the Budget Bureau allow the full amount requested?

Mr. ENGLE. No, they did not. As I understand it, the Bureau of Reclamation asked for more money but were cut down.

Mr. CANNON. You do not know how much they asked for originally?

Mr. ENGLE. I do not have that figure before me, but it was substantially more than the amount presently in the budget. We are in the situation where the contractor has to run the water through the diversion tunnel at the time of low water in the Trinity River, and he has to have construction money enough to get his dam underway. If not, he will have to put the whole thing off until the funds are available. It is my understanding that the construction operations of the contractor for the Clear Creek tunnel will be just as drastically affected, and an additional $7.7 million is necessary to keep construction of this feature on schedule.

I am going to make a part of the record the letter sent to me by the prime contractor on the job, which is known as the Trinity Dam Contractors.

Mr. CANNON. That will be included in the record.

(The letter referred to is as follows:)

GUY F. ATKINSON CO.,
South San Francisco, May 15, 1957.

The Honorable CLAIR ENGLE,
House Office Building, Washington, D. C.

DEAR MR. ENGLE: This is written on behalf of the group of contractors who are now engaged in building the Trinity Dam. We are very much concerned over the amount of the appropriation that will be available to us to proceed with the construction work.

Prior to the actual construction of the Trinity Dam above the stream bed a large amount of preparation and river diversion work is involved, and such work has now been started. The requirements of the contractor are $18,300,000 to the end of fiscal 1958. In fiscal 1957 $1,800,000 is available, so that in fiscal 1958 appropriations an additional $16,500,000 must be available for the contractor to perform the work necessary to enable the job to be carried out at the smallest possible cost to the Government. The purpose of this memorandum is to point out that the character of the project is such that any slowing up of the presently planned operations will not simply string the work out but will result in a very large increase in its cost.

The contractor is now engaged in cleaning up the diversion tunnel driven under a previous contract and is placing a temporary lining in the lower half of this tunnel in order to enable it to carry the river flows expected prior to November 1 of this year. The contractor plans to complete this work by June 15. As soon as the temporary tunnel work is finished the contractor will pass the entire flow of Trinity River through it and proceed immediately with the excavation for the foundations of the dam, drilling and grouting the foundations, and commencing the fill that will constitute the dam structure. The dam structure, or fill, will be completed to the present stream bed level by November 1 of this year. On approximately November 1 the contractor plans to restore the river to its original bed and then proceed with the balance of the concrete work involved in the diversion tunnel and related structures. This tunnel work must be finished by March 1, 1958, in order to once more divert the river through the tunnel and have it capable of handling the higher stage flows during the spring runoff period. The contractor must be in the above position at the spring of 1958 in order to place sufficient material in the dam proper during the working season of 1958 to reach an elevation high enough to force the winter floods of 1958–59 to flow through the tunnel. If insufficient fill is placed by the end of 1958, the dam will be overtopped and much of the then completed work will be washed away.

Any delay in the execution of the several parts of this work will result in a delay of the building of the main structure. Because of the problems involved in controlling the river, any such delay will result in a delay of a full year, not in just a few months, in the completion of the dam and will add enormously to its cost. If the contractor is unable to proceed because of shortage of funds, most of the operations will have to be suspended until sufficient money is available to permit work at the necessary rate. Despite the suspension of operations, costs will be heavy, as large amounts of equipment will be tied up, erosion of then completed work will occur, overhead will continue, and the danger of encountering an extraordinary flood will be increased. Also, increases will occur in the costs of

basic labor because of outstanding area agreements. Under the contract the Government must bear 85 percent of such increases.

In summary, unless substantially all of the work presently planned for the next fiscal year is done, completion of the project will be delayed for an entire year. The result will be a large increase in the overall cost of the project. Accordingly, we respectfully urge that sufficient moneys be appropriated in the coming fiscal year to permit allocation to the contractor of $16,500,000 out of such appropriation.

Very truly yours,

TRINITY DAM CONTRACTORS,
By RICHARD C. MARSHALL 3d.

Mr. CANNON. Does this contract call for completion of the dam, or is it merely one phase of it?

Mr. ENGLE. It is merely one phase of it, but because it involves the essential matter of the diversion tunnel around the dam site and getting the footings in, and so forth, it is a very crucial matter.

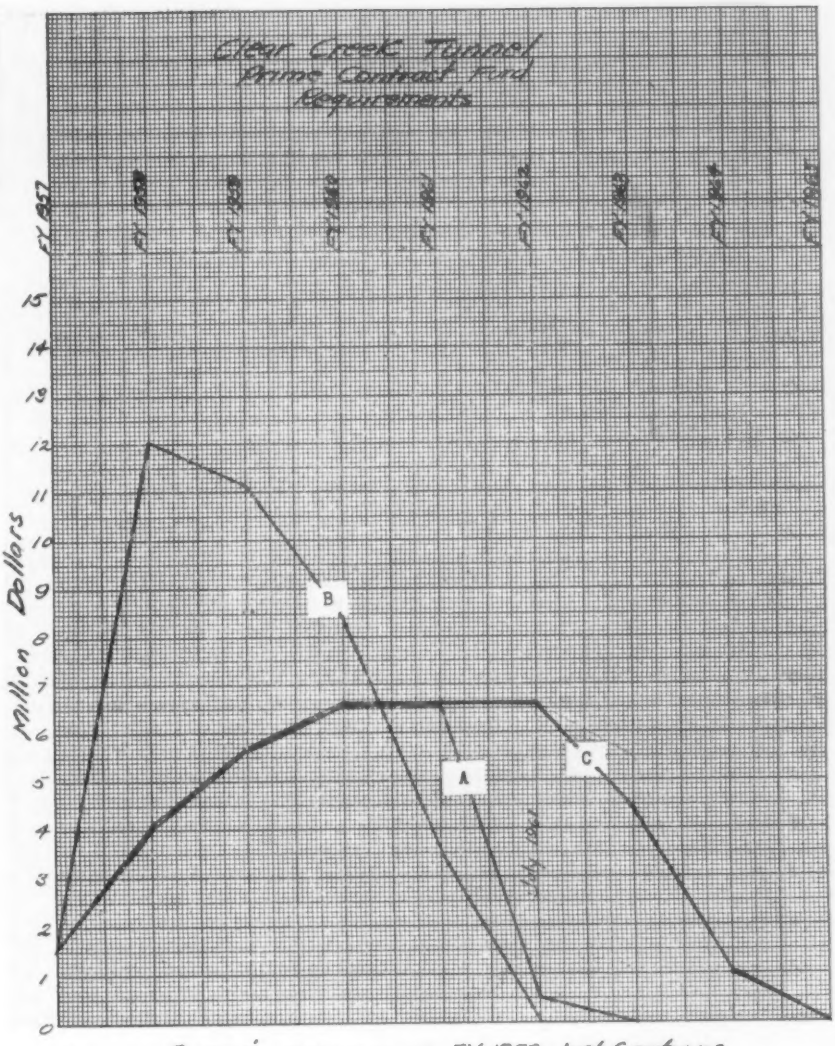
I have a tabulation and a couple of graphs which compare the contractors' estimated fund requirements with the Bureau's schedule after it has been adjusted to take into account the possible fiscal year 1958 deficiency. I will supply copies of these for the record.

Mr. CANNON. They will be included in the record at this point.

(The matter referred to is as follows:)

Central Valley project—Comparison of Trinty division costs

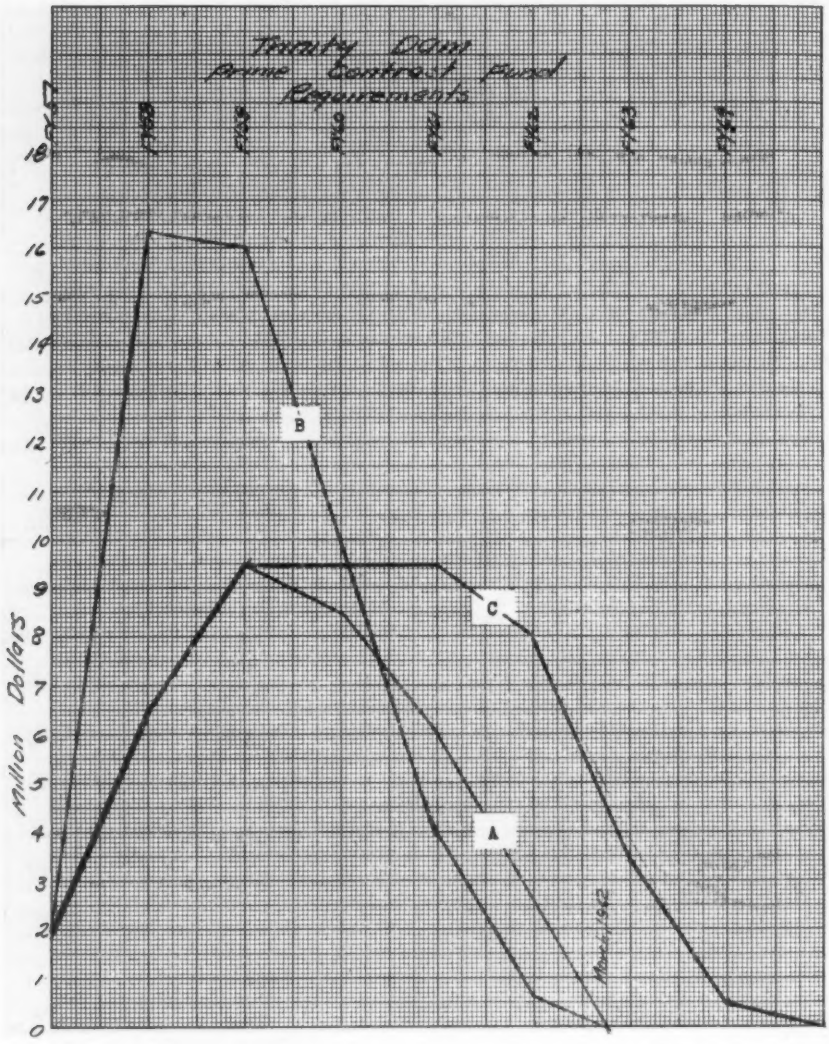
	Fiscal year 1958 Bureau justification	Contractor's schedule	Adjusted Bureau program
Total to June 30, 1956	$1, 391, 778	$1, 391, 778	$1, 391, 778
Trinity Dam prime contract			
Clear Creek tunnel prime contract			
Fiscal year 1957	10, 175, 600	10, 175, 600	10, 175, 600
Trinity Dam prime contract	(2, 000, 000)	(2, 000, 000)	(2, 000, 000)
Clear Creek tunnel prime contract	(1, 600, 000)	(1, 600, 000)	(1, 600, 000)
Fiscal year 1958	17, 107, 600	36, 633, 600	17, 107, 600
Trinity Dam prime contract	(6, 500, 000)	(16, 300, 000)	(6, 500, 000)
Clear Creek tunnel prime contract	(4, 100, 000)	(12, 000, 000)	(4, 100, 000)
Fiscal year 1959	35, 463, 000	47, 563, 000	35, 463, 000
Trinity Dam prime contract	(9, 500, 000)	(16, 000, 000)	(9, 500, 000)
Clear Creek tunnel prime contract	(5, 700, 000)	(11, 100, 000)	(5, 700, 000)
Fiscal year 1960	41, 826, 159	45, 670, 159	43, 326, 159
Trinity Dam prime contract	(8, 000, 000)	(10, 000, 000)	(9, 500, 000)
Clear Creek tunnel prime contract	(6, 600, 000)	(8, 444, 000)	(6, 600, 000)
Fiscal year 1961	40, 050, 000	35, 350, 556	43, 550, 000
Trinity Dam prime contract	(6, 000, 000)	(4, 000, 000)	(9, 500, 000)
Clear Creek tunnel prime contract	(6, 000, 000)	(3, 500, 556)	(6, 600, 000)
Fiscal year 1962	20, 650, 228	16, 692, 693	32, 834, 693
Trinity Dam prime contract	(3, 000, 000)	(628, 100)	(8, 000, 000)
Clear Creek tunnel prime contract	(500, 000)		(6, 600, 000)
Fiscal year 1963	2, 255, 225	2, 255, 000	11, 500, 221
Trinity Dam prime contract			(3, 428, 100)
Clear Creek tunnel prime contract			(4, 444, 556)
Fiscal year 1964			1, 875, 000
Trinity Dam prime contract			(500, 000)
Clear Creek tunnel prime contract			(1, 000, 000)
Total construction costs	225, 000, 000	251, 812, 796	253, 304, 461
Trinity Dam prime contract requirements	(35, 000, 000)	(48, 928, 100)	(48, 928, 100)
Clear Creek tunnel prime contract requirements	(24, 500, 000)	(36, 644, 556)	(36, 644, 556)



A ——— Bureau's program in FY 1958 Justifications

B ——— Contractor's scheduled earnings

C ——— Adjusted earnings



A ——— Bureau's Program in FY 1958 Justifications

B ——— Contractors Scheduled earnings

C ——— Adjusted earnings

Mr. ENGLE. The adjusted schedule assumes construction at a more efficient rate in the years ahead. Even under such an assumption, something in excess of 2 years additional construction time would be required to complete the project.

In other words, if the construction schedule which is presupposed by the budget is permitted, 2 more years will be necessary to complete the project.

It is estimated that such a stretchout in construction period would increase the cost to the Federal Government by approximately $1,100,000 because of the additional administration and supervision requirements. In addition, a loss of revenue of both water and power for this period is involved. Net power revenues alone are estimated at about $4 million per year. Also, increases will occur in the cost of basic labor because of outstanding area agreements and, as pointed out in the letter I have just submitted from the Trinity Dam contractors, 85 percent of such increases must be borne by the Federal Government.

In other words, they wrote a contract with these contractors saying if wage rates went up, 85 percent of the increase would be picked up by the Federal Government.

Once the contractors move in on one of these major jobs, any stretchout in their schedule of operations results in losses. They, of course, have their heavy equipment tied up on the project and it is extermely costly to have such equipment sit idle.

Mr. EVINS. Mr. Chairman, may I ask a question at this point?

Mr. CANNON. Mr. Evins.

Mr. EVINS. Will you tell the committee how much additional money would have to be appropriated to permit the contractors to go ahead?

Mr. ENGLE. It will require $17,700,000 in excess of the amount that the budget allowed. In other words, the contractors' earnings during the next fiscal year, if this contract is to proceed at an efficient rate according to the schedule of construction set by the Bureau of Reclamation, would be $28,300,000, and the actual earnings permitted under the budget submitted would be $10,600,000.

Mr. CANNON. Off the record.

(Discussion off the record.)

Mr. CANNON. You may proceed.

Mr. ENGLE. That completes my statement, Mr. Chairman. I know you gentlemen are all very familiar with these matters. I have submitted this data together with these graphs on the time schedules for the information of the committee and the committee staff, and I call this matter to your attention and ask you to consider it in connection with the markup on this bill.

Mr. CANNON. Thank you. You desire to appear also on Terminus and Success Dams?

Mr. ENGLE. No; that will be presented by my friend, Congressman Hagen; I am glad to support those too, but I am sure he will make a better presentation than I can.

Mr. MAGNUSON. Do I understand there are 2 contracts for 2 phases of this project?

Mr. ENGLE. Yes; there are, but they really go together because one is for the diversion tunnel and the other is for the dam. You have to build the diversion tunnel to put the dam in.

Mr. MAGNUSON. Do two companies have the contracts?

Mr. ENGLE. I am not sure, but I think it is two. At any rate the two have to be correlated, because they have to run the river at its low level around the dam site while they go in and work, and they have only a few months to work. Therefore, if they cannot proceed at maximum efficiency they are in danger of being flooded.

Mr. MAGNUSON. Is one contract more important than the other?

Mr. ENGLE. Only in amount. They rely mutually upon each other, because the purpose of the diversion tunnel is to take the water around the dam site in order that the dam can be built.

SACRAMENTO RIVER DEEPWATER SHIP PROJECT

Mr. Chairman, there is another item I would like to discuss.

I appeared before you last year to urge approval of a budget estimate of $2.2 million for the Sacramento River deepwater ship project and was pleased that favorable action was taken on it by this committee and the Congress.

I appear before you today to urge you to approve the budget request of $2,815,000 to continue this work in the fiscal year which begins next July 1.

Although none of the physical works of this splendid project are located in my district, the entire district is within the tributary area.

Among the features of the project is a shallow draft barge canal about 1½ miles long between the Sacramento River and the port terminal area at Lake Washington near the city of Sacramento. Our people vizualize the day when, with this project complete, the tremendous agricultural, timber, and natural resources output of northern California can move via the Sacramento River, the barge canal, and the deepwater channel to domestic and foreign markets.

My home is in Red Bluff, Calif., which is approximately 140 miles above Sacramento. Fifty years ago there was water transportation between the two cities. Although there is none now, there is no reason why we cannot have it again. As result of the raising of the mean level of the Sacramento River due to the construction of Shasta Dam, it will not be long before water transportation can be resumed to Red Bluff.

Those of us in the northern part of California, southern Oregon, and western Nevada, who will benefit from this project, strongly urge immediate resumption. I, therefore, recommend that you take favorable action on this budget estimate of $2,815,000 for this project.

Mr. CANNON. Thank you very much.

FRIDAY, MAY 17, 1957.

SUCCESS AND TERMINUS DAMS, CALIFORNIA

WITNESS

HON. HARLAN HAGEN, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF CALIFORNIA

Mr. CANNON. We will be glad to hear from our colleague, Congressman Hagen of California, on Success and Terminus Dams.

Mr. HAGEN. I want to invite the attention of the committee to this plastic map and show you the character of the terrain involved.

This big green sticker is Mount Whitney, the highest peak in the United States, and here are the two dams. In addition I have marked the Pine Flat Dam on the Kings River. Rain falling on these high reaches and melting snow is what causes the flood problem which is a recurring problem.

I want to thank you for the opportunity of appearing before you in support of the $5 million budget recommendation for Success Dam on the Tule River in my district and the $2,500,000 budget item for the Terminus Dam on the Kaweah River in my congressional district.

I want to make these points on behalf of those two budget items:

1. There is a demonstrable urgent necessity for these dams and for steady progress on them.

(*a*) One or both of the streams these dams would harness caused major flood damage in 1938, 1943, 1945, 1950, 1955, and 1956. The December 1955 and January 1956 floods alone caused damage in excess of the cost of the more expensive structure, Terminus Dam. With the history of the floods in question a matter of record, it is unquestionably true that only a few years will be required to return their total cost to the Federal Government in the form of income-tax payments which might otherwise be lost—elimination of other types of expensive Federal flood control relief which has traditionally been a responsibility of the Federal Government—and avoidance of damage to Federal property in the area. Parenthetically, it should be noted that a substantial part of the cost of each structure will be repaid to the Federal Government by the citizens who receive some incidental irrigation benefit from these structures.

(*b*) The favorable cost-benefit ratios of these dams were recognized by their authorization in the Flood Control Act of 1944. This committee has several times reaffirmed that recognition by appropriating money for their advancement. The most recent such action was your 1956 action appropriating $2,490,000 for commencement of construction on Success Dam and $558,000 for completion of planning and commencement of construction on Terminus Dam.

The total Federal expenditure on Success Dam to date has been $3,039,000 and on Terminus $943,000—a total Federal investment of $3,982,000. This approximate $4 million figure, as I have indicated, reflects the previous approval of your committee and points up the necessity for steady progress if waste of Federal investment is to be avoided.

2. It should be also pointed out that these two dams represent the final links in a comprehensive flood control program for the Tulare Lake Basin. In the absence of their completion the very substantial amounts in tens of millions of dollars heretofore spent on Pine Flat Dam on the Kings River and Isabella Dam on the Kern River are only incompletely beneficial. The Isabella Dam and the Pine Flat Dam which are in being and the Success and Terminus Dams are four coordinated parts of a comprehensive flood control program for the lowest part of the southern San Joaquin Valley.

3. A 1958 fiscal appropriation of $5 million for Success and $2,500,000 for Terminus has the approval of the Corps of Engineers and of the Budget Bureau, evidenced by the recommendation in the budget and the testimony of the corps.

I am certain that this favorable approval stems from the fact that there is a demonstrable necessity for speedy completion of these dams

and that both are works on which substantial progress has been made and substantial amounts of Federal money spent. The recommended figures are the amounts necessary for fiscal 1958 to avoid delays which would add to the cost of the projects.

4. The Flood Control Act of 1944 provided only an initial authorization for these projects less than their estimated total cost.

This authorization has been almost exhausted by past appropriations and will be exceeded by current recommendations.

In this situation you might consider the wisdom of making whatever amounts you recommend in excess of current authorizations subject to the necessary additional authorization. In this connection I should state that these authorizations were contained in the omnibus bill which was vetoed last year for reasons not connected with these projects. Currently the Senate has approved the necessary further authorization in its 1957 omnibus bill, and the House committee will undoubtedly do the same.

Mr. CANNON. Otherwise it would lack authorization?

Mr. HAGEN. Yes.

I wish to express the deep gratitude which the people of Tulare County and Kings County feel for your past activities on their behalf. I have received many expressions of gratitude for your favorable action on these projects following the severe floods of December 1955 and January 1956 which permitted them to get under way in the construction phase.

I wish to refer to the fact that you may receive an expression of opinion of opposition to one of these projects by a local person who is my constituent. Such expressions are not new. They were made to this committee when Congressman Elliott and Congressman Werdel represented the district. Year after year they have been rejected by this committee apparently on the grounds of insubstantiality and reliance on the judgment of the Corps of Engineers on the question of the most economical and otherwise best solution of a very real flood-control problem.

I am acquainted with the potential objectors and have discussed their problems with them. In the main they are either persons who will be forced to sell real estate to provide a dam site or persons who propose a series of small but more expensive structures, which would furnish them an irrigation benefit or a very localized flood-control benefit.

These people are sincere but they are a definite minority and in justice and equity their personal wishes must yield to the overwhelming necessity of adequate flood control for thousands of people and many hundreds of millions of dollars worth of private and governmental property at the lowest possible cost.

Finally, I wish to comment on a different matter, to wit, the suitability of the application of the Southern San Joaquin Municipal Utility District for participation in a budget item relating to the Central Valley project in California of approximately $5,567,800 establishing a revolving fund for construction loans for distribution systems to receive water from the Friant-Kern Canal.

The Southern San Joaquin Municipal Utility District in my congressional district seeks a loan for extension of its distribution system out of this item proposed by the Bureau of Reclamation. It has a commitment for a water supply from the Central Valley project for

the approximate 4,924 acres to be served provided a distribution system can be constructed to supplement its existing system which was constructed under the Federal loan statute.

The difficulty is that the Interior Department Appropriation Act for fiscal 1954, Public Law 172, 83d Congress, provided that no part of this or any other appropriation available for construction of these or similar works shall be available unless the Secretary of the Interior shall certify to Congress that adequate soil surveys and land-classification studies have been made and that the lands to be served are susceptible to production of irrigated crops or that successful irrigability and susceptibility to sustained production through irrigation has been demonstrated in practice.

In this particular instance the soil surveys have been made, and the soil classifications arrived at by the Bureau of Reclamation can be generally categorized as low enough to prevent the Bureau from certifying in effect that irrigation on these lands will be sufficiently productive to guarantee repayment of the cost of the system to the Federal Government. In this instance, however, the entire irrigation district which has a history of ability to pay is willing to assume as a districtwide obligation the contract obligation for repayment. The Bureau of Reclamation, according to my understanding, regards this as a sufficient assurance of repayment to waive the aforementioned criteria regarding soil classification and have so testified before you gentlemen.

I would greatly appreciate it, therefore, if you would provide language relating to the budget item in question which would cover the situation of the Southern San Joaquin Municipal Utility District to the extent that the Bureau of Reclamation would be authorized to enter into a loan contract for construction of extension of laterals to the area for which soil surveys have been made.

I wish to express my gratitude to you gentlemen for what you have done in the past for these people, and I know they feel the same way.

Mr. CANNON. Thank you, Congressman Hagen.

FRIDAY, MAY 17, 1957.

NEW HOGAN DAM

WITNESS

HON. JOHN J. McFALL, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF CALIFORNIA

Mr. CANNON. We are glad to welcome our colleague, Congressman McFall, of California. On what project will you testify?

Mr. MCFALL. On New Hogan Dam on the Calaveras River.

Mr. CANNON. You may proceed.

Mr. MCFALL. Mr. Chairman, members of the committee, I appreciate the opportunity to appear briefly in the interests of securing an addition to the budget of $300,000 for final plans for New Hogan Dam in my district in California.

In view of the previous testimony given Wednesday before you by my local people, the hearings on this matter held in 1956 when this committee appropriated $293,000 for preliminary surveys on this

project and the long experience of members of this committee with flood control in the Central Valley of California, I would like to mention only briefly some of the facts about this dam.

1. The Congress has appropriated $415,000 to date on this project. The preliminary surveys of cost allocations provided for last year will be completed in June or July.

2. This dam is an essential part of the flood-control plan of the Corps of Engineers for the Central Valley. It will replace an inadequate city-owned and constructed dam and would protect approximately 140,000 people in and around Stockton, Calif., several important military installations, highway and rail arteries that are important to national defense, and the valuable Sacramento-San Joaquin Delta. Here the Corps of Engineers has the responsibility of flood protection that costs millions in levee repairs in each flood. All of the floodwaters from both ends of the Great Valley drain into this area.

That is the historical perspective of this project.

May I tell you also the recent history of this specific request for $300,000 in this year's appropriations?

1. $500,000 for this project was included in the recommendation of the California Water Conference and was concurred in by the Division engineers in California.

2. So far as I can determine, since this is a private matter before the Army engineers and the Budget, it was eliminated in preliminary discussions with the Bureau of the Budget. Since this is a matter within the ultimate control of the Bureau of the Budget, I do not wish to imply a contrary decision of the Corps of Engineers.

The amount included $300,000 for advanced planning and $200,000 for preliminary construction. The preliminary construction money constituted a start and the Budget Bureau apparently placed a limitation on starts. Second, such a start would have been contrary to rules of this committee forbidding letting of contracts for construction until firm assurances for payment of local costs are entered into. As you know, a local conservation district is ready, willing, and able to enter into such contracts. This will be done before any construction is started.

An appropriation of $300,000 would eliminate these objections since no start would then be contemplated in the next fiscal year.

I am well aware of the problems of the committee in this economy year in adding an item to the budget. I know also of the rather large share that California already has in this portion of the budget. However, I respectfully ask the committee's consideration of this request, and I have every confidence in the committee's judgment whether you find it possible to include this item or not.

Thank you.

Mr. CANNON. Thank you, Congressman McFall.

FRIDAY, MAY 17, 1957.

RACINE AND KENOSHA HARBORS

WITNESS

HON. LAWRENCE H. SMITH, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF WISCONSIN

Mr. CANNON. We are glad to have you with us.

Mr. SMITH. Thank you, Mr. Chairman and members of the committee.

I am appearing this afternoon in behalf of 2 small appropriations for 2 lake ports on Lake Michigan. One is for the amount of $15,000 to cover a restudy or a resurvey of the port of Kenosha, which is in my district, and the other is for $10,000 for a similar study at Racine, Wis.

Both of these ports are in my district, and in view of the activities of the St. Lawrence seaway, these municipalities have become quite active in an effort to increase their own business activities.

I believe it was the suggestion of the Corps of Engineers that they came to the Congress and asked for these small amounts of money at this time.

Mr. CANNON. That is in addition to the $31,000 provided in the budget for maintenance?

Mr. SMITH. Yes, but that amount, Mr. Chairman, I understand, is for general maintenance and is to be used over a period of time. The purpose of this particular request at this time is so that the Corps of Engineers can go ahead immediately and take a look at both harbors, Kenosha and Racine, rather than wait for a longer period of time.

KENOSHA HARBOR

Mr. Chairman, I appear on behalf of the port authorities of Kenosha, Wis., who have requested the sum of $15,000 for a study and resurvey of the Kenosha Harbor which is on the west shore of Lake Michigan, north of Chicago and south of Milwaukee.

Modification of the existing Kenosha Harbor, Wis., project is necessary to provide an immediate 24-foot and a 27-foot channel and turning basin including the already authorized extension so as to increase the depth from the outside through the breakwater channel and turning basin to the bridge all at 24-foot depth and above the bridge into the recreational harbor at an increased depth which will add 3 feet to the present depth.

The principal reasons advanced to justify the desired improvements are as follows:

1. Provision of 24-foot navigation in the channel of Kenosha Harbor is required to provide greater capacity and efficiency for present and future lake and ocean traffic.

2. Lake vessels are being increased in draft, length, and beam, thus affording greater carrying capacity. Kenosha officials state that the

trend to larger vessels is a matter of economics. Bulk commodities can be carried more cheaply when carried in larger quantities and this statement seems to be confirmed by the Corps of Engineers.

Plans are well along for the building of large bulk carriers for Great Lakes service. They will range in length from 710 to 730 feet and all will have a beam of 75 feet.

3. The Kenosha Harbor can be used without the large extra expense for tugs which are required at larger lake ports on Lake Michigan.

4. The city of Kenosha proposes to implement a three-step plan comprising local, State, and Federal action in favor of the Kenosha Harbor. Acting under authorization and instruction of the city council and city manager, the Kenosha Harbor Commission has obtained a comprehensive economic and engineering survey of Kenosha Harbor waterfront use and all related factors immediate and remote.

The Kenosha Harbor Commission has reactivated the municipal dock which is stated to be the equal of any harbor facility in any of the Great Lakes ports. At the opening of the last navigational season, a Swedish vessel loaded Kenosha automobiles in direct shipment to Sweden. Later in the season, a sister ship of that Swedish vessel loaded over the Kenosha dock, not only Kenosha manufactured automobiles but also a quota of Studebaker automobiles for South Bend, Ind., shipment. The Kenosha dock was selected because of its value in the relatively short time required for passage of the Swedish vessel from the breakwater up to the turning basin for its turn and docking at the municipal dock. The Swedish shippers and agents preferred this facility and savings in turnaround time, both as to operation and dollar costs. No tugs were needed at any time in the operation. There is no tortuous river or channel. The shippers say they will continue to profit from the greater value of the Kenosha Harbor over others located in larger metropolitan areas. The value of export cargo during the past year was approximately a half million dollars and this was the first year of operation of this Kenosha municipal dock.

The Kenosha Harbor Commission and the city government are also pushing forward with other improvements; namely, the immediate construction of a warehouse with 400,000 cubic feet capacity on the municipal dock at a cost of $80,000. Secondly, the city council has purchased additional dock property. This will increase the berthing space for vessels by 1,000 feet in anticipation of increased use of the Kenosha port by shippers.

5. The city of Kenosha ranks high in industry and vital production and possibly is as valuable to local, State, and National production as most of the harbor cities using deeper drafts. Kenosha is in the midst of an area producing more than $500 million of industrial products. It is obvious that this production represents a vital part in our national economy.

Directly to the west of the city of Kenosha and in Kenosha County, there will be established the Richard I. Bong Air Force facility. It is quite likely that this port will be used to receive shipments destined for use at the Bong Air Force Base.

The advantage of a deepwater port based in the center of the Chicago-Milwaukee area where the relative risk of atomic or thermonuclear bombs by enemy forces could not be justified is felt to be a forceful point in Kenosha's navigational depth request. There now exists north of Chicago and south of Milwaukee definite formations

of an industrial and commercial empire that will carry its own destiny. This area will have definite needs that cannot be served efficiently by the larger ports of Chicago and Milwaukee.

Mr. Chairman, I respectfully urge the approval of the sum of $15,000 for a study and resurvey of the port of Kenosha, Wis.

(An additional statement from Representative Smith is as follows:)

PORT OF KENOSHA, WIS., RESURVEY REQUEST

Mr. Chairman, as was indicated in my testimony before you on last Friday, May 17, the amount of $15,000 requested for resurvey of the port of Kenosha should not be confused with a previous amount requested in the budget for the Racine Harbor only in the sum of $31,000 for operation and maintenance. The sole purpose of the present request is for a resurvey which can and should be made in the very near future.

I am informed by the port of Kenosha authorities that their request is in effect a housekeeping action. It lies within the normal and routine action of the Chief of the Corps of Engineers to allocate this small amount for resurvey purposes.

Mr. Chairman, there is authority for such action which was granted to the port authorities at Kewaunee, Wis., last year and at Marinette, Wis., 2 years ago, so it would seem that the precedence is well established.

In the case of Kenosha, there is need for recreational commerce and this weighs quite heavily in the overall problem. Incidentally, this matter was not presented at the time the overall seaway survey was considered.

Mr. Chairman, I trust that your committee will consider favorable action on this request by the port authorities of Kenosha, Wis. It is, indeed, a small request compared to many others that have been presented to this committee.

RACINE HARBOR

Mr. Chairman, I appear also on behalf of the port authorities of Racine, Wis., who have requested the sum of $10,000 for a study and resurvey of the Racine Harbor which is on the west shore of Lake Michigan, north of Chicago and south of Milwaukee.

Modification of the existing Racine Harbor, Wis., project is requested so as to provide a 24-foot channel throughout the length of the present Federal project and outside to reach appropriate depth. Testimony taken earlier in the year by the district office of the Corps of Engineers indicated that a 27-foot channel would be more desirable in order to move coal boats and agricultural machinery destined for ingress or egress at the harbor.

The principal reasons advanced to justify the desired improvements are as follows:

1. Provision of 24-foot navigation in the channel of Racine Harbor is required to provide greater capacity and efficiency for present and future lake and ocean traffic.

2. Lake vessels are being increased in draft, length, and beam, thus affording greater carrying capacity. Racine officials state that the trend to larger vessels is a matter of economics. Bulk commodities can be carried more cheaply when carried in larger quantities and this statement seems to be confirmed by the Corps of Engineers.

Plans are well along for the building of large bulk carriers for Great Lakes service. They will range in length from 710 to 730 feet and all will have a beam of 75 feet.

3. The Racine Harbor can be used without the large extra expense for tugs which are required at larger lake ports on Lake Michigan.

4. The city of Racine, Wis., is now engaged in the formal determination of the facts to justify the soundness of its conclusions that the

city has the industrial power and need for an efficient harbor. As a first step in this determination the mayor, Hon. Jack Humble, has communicated with several of the large industrial plants to ascertain their attitudes toward increased port facilities. Replies thus far indicate substantial, though not large, overseas shipments and receipts by Racine industry with anticipation of increases.

5. A survey of the Racine area industry attitude toward the economic import of seaway development indicates the following:

(*a*) Racine shippers import and/or export annually approximately 10,500 tons through lake ports and 10,270 tons through coast ports.

(*b*) Racine used the ports of Chicago, Milwaukee, New York, San Francisco, and Toledo.

(*c*) With an efficient port channel and operation, 6 firms said they would use it for imports from foreign ports; 12 said they would use it for imports from domestic ports; 16 would use it for exports to foreign ports; and 9 said they would use it for exports to domestic ports.

(*d*) With the completion of the St. Lawrence seaway, 33 shippers stated they would increase their use of waterborne commerce.

(*e*) The type of products and materials related to the foregoing include railway equipment agriculture implements and parts, automobile parts, electronic equipment and machines, hydraulic equipment, steel, hides, novelties, chemicals, power transmission clutches, aluminum stampings, precision machine tools, power pumps, scrap metal, heat-transfer products, extracts, and sewing machines.

Sources of destination of the foregoing products and materials in Racine foreign trade include Buffalo, Cleveland, Detroit, Milwaukee, Pennsylvania, Africa, Australia, Central America, England, Germany, Italy, Netherlands, South America, and Sweden.

6. Evidence has been produced to show tonnage origin and destination, freight rates, and total benefits to be derived from increased port activities. Included in a statement were such items or commodities as agricultural implements, pig iron and lake sand, limestone products, and various other commodities that are available in the Racine area.

The total savings annually in freight charges on agricultural implements from various manufacturing points of origin to Racine over New York are stated to amount to more than $93,000 per year. It was indicated that this saving projected over a 50-year period would amount to more than $4½ million and this is a minimum figure.

7. Racine is a city of great industrial production. In 1954 the last recorded year, the value of its output was in excess of $200 million which was second in the State of Wisconsin to Milwaukee. The increase in that year over the base year of 1947 was 62 percent. In comparison with Milwaukee's 45 percent it was the greatest percentage of increase of any Wisconsin-Lake Michigan port city south of Sturgeon Bay, Wis. Racine has 250 manufacturing establishments employing in excess of 21,000 workers with an annual payroll aggregating $90 million. Products manufactured include tractors and farm implements, automobile equipment and accessories, electric motors and appliances, leather, radiators, machine tools, electronic equipment, furniture, luggage, malted milk, waxes and polishes, lithographical products of all types, apparel, food, iron, steel, brass, aluminum and malleable castings; current annual value of these products is estimated to be approximately $250 million.

The population of the Racine metropolitan area is about 109,000. The annual valuation of property is approximately $171 million based on a 1956 estimate. The annual average family income is $4,051 based on the 1950 census.

Mr. Chairman, I respectfully urge the approval of the sum of $10,000 for a study and resurvey of the port of Racine, Wis.

(An additional statement from Representative Smith is as follows:)

PORT OF RACINE, WIS., RESURVEY REQUEST

Mr. Chairman, I wish to supplement my testimony given personally before this committee on last Friday, May 17, and to urge favorable action of the request for an appropriation of $10,000 for restudy or resurvey of the port of Racine, Wis. The Racine Harbor Commission authorities consider the Corps of Engineers should undertake the restudy or resurvey immediately and I understand there is authority for such action as indicated in the cases of other nearby ports in the last 2 years.

The sum involved is a small one and I feel the $10,000 would be well spent as the study would be made eventually in a couple of years when all ports on Lake Michigan are to be studied in connection with the St. Lawrence seaway project. At this point I should clarify that the sum of $31,000 for Racine Harbor included in the budget request was for operation and maintenance and not for any study purposes. The immediate request for $10,000 is for the specific and urgent purpose of studying and surveying this harbor.

Mr. SMITH. I will not take any more time of the committee I merely offer the statements and I thank you very much.

FRIDAY, MAY 17, 1957.

MEMPHIS HARBOR

WITNESSES

HON. CLIFFORD DAVIS, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF TENNESSEE
FRANK PIDGEON, CHAIRMAN OF THE MEMPHIS PORT AUTHORITY
DAVID HARSCH, CHAIRMAN OF THE SHELBY COUNTY COMMISSION

Mr. CANNON. We will now hear from Congressman Davis of Tennessee.

Mr. DAVIS. Mr. Chairman and gentlemen of the committee, I am grateful to you gentlemen for these 5 minutes that you have accorded me. I recognize that I am a long way from the chief justice standing over here, and I just wonder if I would be in contempt of court if I asked you to permit me an unusual opportunity to stand behind the chief justice for a moment so that I can show you three pictures. That will expedite my presentation.

Mr. CANNON. The gentleman from Tennessee knows that he is a privileged man with this committee, and he may proceed as he prefers. You have some photographs here?

Mr. DAVIS. Yes.

Mr. Chairman and gentlemen, this project was approved in 1946. Here [indicating] is the Mississippi River running down under the two existing bridges in 1948. The river comes around here [indicating], and then, of course, takes this route [indicating] down to the gulf.

It was suggested by General Tyler, formerly president of the Mississippi River Commission, that the city of Memphis, running out of industrial sites, could very well use 980 acres on this side of this slack water [indicating] and some 7,800 acres on this side [indicating].

Mr. CANNON. Is that an island?

Mr. DAVIS. This [indicating] is an island known historically in our part of the country as President's Island. It would be necessary to build a closure across this part.

Now I will pass quickly to show you in 1950 the third bridge across the Mississippi River. This is a very fine bridge. It carries the traffic from east and west.

Mr. CANNON. It was recently constructed?

Mr. DAVIS. Yes. That gives you a picture of the river going down.

Here [indicating] is the first work on this closure. Now then, if I may develop this a little further, here [indicating] is the closure completed, and here [indicating] is the 980 acres which is a far cry from this picture [indicating] in just a few years. Here is the first industry to be established.

I pass even as quickly now to December 1956. Here [indicating] you still have your river coming around as you saw more clearly in the first picture. You have your completed closure [indicating].

Look at all of these industries already established. This project was justified on the handling of 800,000 tons of freight annually. This project now is 60 percent complete, but the 7,800 acres over here [indicating] is what I want to talk to you about.

This project is 60 percent complete. The Government has spent $12 million on its part. This [indicating] was the big feature, dredging and so on, to protect this from the high water of the river.

The city and the county spent $4 million on this so-called first phase.

Now, the big part which must be considered is the 40 percent remaining and the 7,800 acres over across this slack water. You see, you have the harbor here [indicating] and here is a terminal that was built at a cost of over $1 million where they handle less than bargeloads.

Mr. CANNON. You have access to the river here [indicating]. You do not have access to the river here?

Mr. DAVIS. Yes. The barges come down and then come up the slack water into the harbor.

Now then, this project has two phases, but it was all authorized as one. You see where I have drawn this little line, that is where the Corps of Engineers have their moving fleet.

The city of Memphis is putting up a steam plant where I have marked "X." It will cost $168,000,000. I am not including that in all of the advantages of this, but they were able to locate here because of the project having been authorized.

Now I come to the point that bother us. The Corps of Engineers asked for $122,000 to plan a levee beginning about here [indicating]. Now the steam plant, despite its high cost, is not involved in this expenditure because they have protected their own work. They have built it high. But they need a levee to come around about this far [indicating] and to keep the water of the Mississippi from coming over, and they need a pumping plant to take care of the drainage water.

We have a number of pumping plants in the city of Memphis because once you confine the water in times of high water, or high

drainage, you have to put it back into the river. $122,000 was needed by the Corps of Engineers to plan 11 miles of levees and the pumping plant.

The Budget Bureau denied it. As I say, this is all complete now and this first phase is within 60 percent of completion.

The city of Memphis and the county of Shelby now will spend $27 million in all that is required. Of course, no construction money is involved at the moment, but if we can get the $122,000 in this budget—and this was substantially discussed yesterday in a general way—then the Federal Government would be required to spend $5 million as against the city's and the county's $27 million, so the long and short of it is when this is fully completed the Government will have spent $17 million and the city and the county will have spent $33 million.

We spend money to protect the people up and down the river from floods and so on, but basically we have always been wanting to find a way to use the harnessed waters to develop the economy of the country and we think this is a very definite approach to that whole matter.

Mr. CANNON. The local sponsor is ready to put up $33 million?

Mr. DAVIS. Yes, $2,500,000 to acquire this 7,800 acres of land. By the way, I may say that that land was selling at $25 an acre and now it is up to $300 an acre. All of this land is controlled by the city and the county. There will be no real-estate speculation in this because it is being handled by the municipality and the county government. But you can see it is necessary, very necessary, and with the $168 million expenditure there, and to protect the 7,800 acres of land for industrial development, we are urgently in need of the $122,000 to continue it so that in a number of years, from a progressive standpoint, these 11 miles of levees and the pumping station will be constructed. In the meantime the city for roads, railroads, utilities, water, light, gas and everything else, will be required to put up $17 million.

Mr. JENSEN. What did you say this installation will run you?

Mr. DAVIS. This is the public terminal open to everybody.

Mr. JENSEN. Who pays for that?

Mr. DAVIS. The city of Memphis, about $1,250,000. You can see all of these automobiles lined up. The automobile industry sends 1,000 automobiles on a barge down the river and they come up this slack water and are unloaded there and then distributed.

Mr. JENSEN. May I say here is a project where the local participation has amounted to many millions more than they are asking the Federal Government for. I may say to you that this committee looks with great favor upon projects where you have such fine local participation.

Mr. CANNON. That is the truth.

Mr. FENTON. You narrowed this and deepened it?

Mr. DAVIS. Yes, and we developed this with the spoils.

Mr. EVINS. As I understand it, this was approved originally as one project?

Mr. DAVIS. That is right.

Mr. EVINS. And there are now no funds to continue the project which is more than 60 percent complete?

Mr. DAVIS. That is right.

Mr. EVINS. You have developed a great harbor for industrial use as well as a harbor of refuge?

Mr. DAVIS. That is right. It was justified on 800,000 tonnage and at 60 percent complete it has just about reached the 800,000, and you have 7,800 acres over here as against 980 there [indicating].

Mr. CANNON. Thank you, Congressman Davis. You have made a very splendid presentation. That was really an interesting series of photographs.

FRIDAY, MAY 17, 1957.

REDONDO BEACH

WITNESS

HON. CECIL R. KING, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF CALIFORNIA

Mr. CANNON. We will now hear from Congressman King of California.

Mr. KING. I appear for the Redondo Beach Harbor project.

Mr. CANNON. We will be glad to hear from you.

Mr. KING. I am here to ask the committee to leave things be.

Mr. CANNON. To leave things be?

Mr. KING. Leave things be as they are.

Mr. CANNON. As a rule, that is a very attractive proposition.

Mr. KING. I am pleased to know that, because getting this item approved by the Budget Bureau has not been easy, and I certainly do not want anything to happen to it. When Mr. Fenton mentioned photographs with regard to the previous project, I believe photographs that I presented in this case to this committee, Mr. Fenton, were perhaps largely responsible for the attention and service I have had from this committee. In fact, my little project warranted the "picture of the week" in Life magazine several years ago.

I have a prepared statement that I will not burden the committee with because I know you are pressed for time.

Mr. CANNON. It will be included in the record at this point.

(This statement referred to is as follows:)

REMARKS OF CECIL R. KING, OF CALIFORNIA

Mr. Chairman and members of the committee, as you may recall, I have been before your committee from time to time throughout recent years in behalf of the Redondo Beach Harbor project, which is now well underway.

The contractor is continuing work on the outer breakwater, even though the funds appropriated for this fiscal year have been exhausted, based on the assumption that the Government will make the appropriations as included in the President's budget.

The work has been completed to station 36+00 on the north breakwater. The contractor has elected to continue work, financing the continuing operation from his own funds, in order to keep his quarry in operation and the equipment on the job and in the hope of it being far enough along by the next storm season to give adequate protection in the event of heavy wave action.

He is now dumping base rock in the area between station 36+00 and 52+00. This is the area of the heaviest wave action. It is of considerable importance that this work continue uninterrupted, because a partially completed job could result in considerable loss in money and material if it were left in an uncapped condition.

All of the work, that has been accomplished to date, was a necessary prelude to the last approximately one-half of the tonnage of rock, which goes at a 90° angle to wave action coming in the deep Redondo submarine canyon. This is the portion where the battering waves materialize and is the most important segment of

the entire job. Therefore, it is exceedingly important that this work be continued without interruption.

I understand the city of Redondo Beach has a very favorable contract price and is going forward with its program of development in connection with this protective breakwater, and making commitments and plans based on the assumption that the Government will meet its commitments as recommended by the Bureau of the Budget to continue work on the Redondo Beach project during the next fiscal year, and our hope is that the committee will agree with the figure recommended in the President's budget.

Mr. KING. There is one interesting comment that I would like to make in view of the circumstances or times as they are today in the country.

The contract for doing this job is several months ahead of schedule, and as a result he is working with his own money and has been for the past 2 or 3 months. I think that is correct. I thought that I would mention that because of the unusualness of it. He has continued with his own funds in order to keep his quarry open and particularly to get the breakwater in the dangerous area recapped before the heavy wave action comes seasonally because of his fear if it is not capped up properly it might be undone to some extent.

That is all that I have to say, and I am grateful for the attention that I have had.

Mr. CANNON. Thank you, Congressman King.

FRIDAY, MAY 17, 1957.

MAINTENANCE OF INTERCOASTAL WATERWAY

WITNESSES

HON. CHARLES E. BENNETT, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF FLORIDA

C. G. WILLIS, JR., VICE PRESIDENT OF C. G. WILLIS, INC.

Mr. CANNON. Mr. Bennett of Florida.

Mr. BENNETT. I would like to introduce this witness. I represent the area which includes Jacksonville, Fla. Mr. Willis is here with us.

Mr. CANNON. I will say to you Mr. Willis, that you are very fortunate in having the Congressman introduce you as the Congressman stands very high with this committee.

Mr. BENNETT. There is just a word that I would like to say, and that is, for a long time we have realized the great importance of the Intercoastal Waterway up and down the east coast of the United States, and what Mr. Willis is going to tell you about is the silting up of the project under consideration and the fact that now it becomes economically difficult for him and others who operate the barge traffic on this canal to utilize it to its full utility because of the silting which started at about the end of World War II, or during that war.

I will not trespass any further on the time of the committee but I will ask Mr. Willis now, who is a man in the business of transporting materials from Trenton, N. J., to Florida and back up again, to testify, and I am sure that he will be an interesting type of witness for the committee to hear because he is a man in private industry using the Intercoastal Waterway.

Many times I get the impression that it is just the chambers of commerce or the politicians who wish to make a presentation. Here is

a man who is actually working in private enterprise and using this fine facility that this committee has made available.

Mr. CANNON. As I understand it, you approve the proposition which he advocates?

Mr. BENNETT. I certainly do. I feel that it is sound economy to keep this up.

Mr. CANNON. Mr. Willis.

Mr. WILLIS. I have a prepared statement here that I would like to file for the record.

Mr. CANNON. It will be inserted at this point.

(The statement referred to is as follows:)

STATEMENT OF C. G. WILLIS, JR., VICE PRESIDENT, C. G. WILLIS, INC., PAULSBORO, N. J.

Gentlemen, C. G. Willis, an individual, in June 1946, resumed an operation as a contract carrier by water on the Atlantic Intracoastal Waterway between Delaware River ports and South Atlantic ports as far south as Jacksonville, Fla. This operation had been in existence for many years prior to World War II but was discontinued when our country entered this conflict. It has, as will be shown later by tonnage and revenue figures, grown tremendously. Starting in June 1946 operating 1 tug and 2 barges, the operation now embraces a fleet of 8 tugs, 12 barges and 2 inland cargo vessels. At the end of 1948 the operation had grown to the point where it was no longer practical to operate as a contract carrier, so in August 1949 the purchase of the McLain-Carolina Line common carrier rights was consummated. Continuing to grow, sound business dictated the necessity of becoming incorporated, so on July 1, 1951, the operation was changed from C. G. Willis, individual, to C. G. Willis, Inc., It has always been the policy of this corporation to provide a dependable service for the shipping public and that this has consistently been done is evidenced by the caliber of the companies using the service provided. The principal shippers northbound are National Container Corp., Scott Paper Co., Union Bag & Paper Corp., Robert Gair Co., Inc., West Virginia Pulp & Paper Co., and International Paper Co.; and the principal southbound shippers are Procter & Gamble Manufacturing Co., Bethlehem Steel Corp., United States Steel Corp., General Chemical Co., Du Pont Co., United States Government, Sun Oil Co., Campbell Soup Co., and Colgate-Palmolive Co.

The great progress we have made has not been made without the many hardships encountered in any business venture, but in spite of them. Our greatest problem since the inception of this operation has been the condition of the Atlantic Intracoastal Waterway. The project controlling depth for this waterway is 12 feet; however, this depth has not been maintained. Maintenance dredging that has been performed since the Korean war was only to a depth of 10 feet. In this time of high operating costs, it is desirable to load vessels to full capacity. With the waterway in its present condition, this is not possible. In addition to not being able to haul capacity loads, these shoal conditions greatly increase vessel maintenance costs. In many sections of the waterway vessels are constantly dragging on the bottom which wears the plates thin necessitating replacement. This is not the only maintenance problem since operating "on the bottom" (a term used by operators to indicate that a vessel is dragging bottom) takes its toll in boat propellers and clogged cooling systems blocked up by debris stirred up off the bottom. The worst section of the waterway is along the North Carolina coast between Morehead City, N. C., and North Carolina-South Carolina line. This is principally due to the many inlets located on this coast where sand and silt is constantly being washed into the waterway by the tides and currents. During the past 3 years, delays in this section have been numerous. A vessel grounding on one of these shoally spots at the beginning of ebbtide will have to wait through ebbtide and until floodtide reaches a high enough stage to float her. Operating under conditions such as these, it is extremely difficult to maintain a schedule that is satisfactory to our shippers. Several times, due to just such conditions, our vessels have been delayed to the point where shippers have found it necessary to route shipments via rail or truck, and some consignees of cargo loaded on these vessels have been forced to curtail production awaiting arrival of their cargo. Our suggestion is that a complete survey of the Atlantic Intracoastal Waterway be made with the idea of restoring it to the original project depth of 12 feet. If this is done, it is our firm belief that water transportation on the Atlantic coast will greatly increase, thus affording the many shippers and

receivers of cargo the benefit of lower transportation costs. In the event of a third world war, having this waterway in good condition would be a big asset to the transportation network of our country. The Russians are reported to have an enormous fleet of submarines, and we are all familiar with what the Germans did to Atlantic coastal shipping in the early days of World War II. Cargoes necessary to the conduct of war could move on the waterway immune to submarine attacks. Preparedness is the greatest preventative of war, so in addition to being prepared battlewise, let's be prepared transportationwise.

Tonnage and revenue for years 1947–56

Year	Tons	Revenue	Year	Tons	Revenue
1947	35,982	$291,461	1952	218,088	$2,029,623
1948	41,369	476,129	1953	273,109	2,985,329
1949	60,690	569,584	1954	303,428	3,315,350
1950	120,226	987,111	1955	365,000	3,861,825
1951	149,412	1,454,436	1956	410,800	4,486,244

Mr. WILLIS. My name is C. G. Willis, and I am vice president of the C. G. Willis Corp., a barge line which operates in a common carrier service from Jacksonville, Fla., to Trenton, N. J., and serves the States bound by water, rail, and truck transportation of New Hampshire, New Jersey, New York, Pennsylvania, South Carolina, Georgia, and Florida.

We started operating this barge line, or rather my father did, in 1947 and for the first 5 years our operating conditions were very good. The Atlantic Intercoastal Waterway was built on a project depth of 12 feet, and for many years during the war, and for about 12 years afterward, was maintained to this depth of 12 feet.

During the Korean war the funds of the local Army engineers were cut to a point where they could not maintain the waterway at 12 feet so they went to a maintenance depth of 10 feet, and for about 2 years after they went to this maintenance depth of 10 feet we did not have too much trouble, but now it has gotten to the point that on this depth of 10 feet we are running into conditions of 8 and 9 feet on this waterway.

We operate 8 tugboats and 12 barges and two 1,000-ton freight boats, and 5 of our 8 tugboats draw 12 feet of water. We can always blast our tugboats through, but when we get to our barges which we load at 10 feet, and we run into these 8- and 9-foot conditions, there is very high maintenance cost and wear and tear on these barges.

Now, the loss of time is great. It takes us about 130 hours to run from the Philadelphia area to Jacksonville, and sometimes we lost as many as 20 to 25 hours on grounding due to that shallow water. As of yet we have not gone to light loading our equipment because we just cannot afford to. If we light load our equipment our profits will absolutely go.

If you will look at my statement there, our tonnage reports that we file with the Interstate Commerce Commission show that in our first year of operation we handled 35,000 tons. That was in 1947. The next year we handled 41,000 tons. In 1949 we handled 60,000 tons, and in 1950 we handled 120,000. In 1951 we handled 149,000, and in 1956 we handled 410,000. That has been a tremendous increase in tonnage.

Some of our customers, our principal ones, are as follows: The National Container Corp., Scott Paper Co., Union Bag & Paper

Corp., Robert Gair Co., West Virginia Pulp & Paper Co., International Paper Co., Procter & Gamble Co., Bethlehem Steel Co., United States Steel Corp., General Chemical Co., Du Pont Co., United States Government, Sun Oil Co., Campbell Soup Co., and the Colgate-Palmolive Co.

Our revenue for the last year was $4,486,000, and on the face of a differential rate between other carriers and ourselves, that meant an 18-percent saving to shippers and receivers of which we have approximately 300 altogether.

I thank you gentlemen very much for your time, and if there are any questions I will be glad to answer them.

Mr. BENNETT. I just want to emphasize this is a man using this facility, and I do not think we ought to let this thing silt up to a point where he cannot continue his operations on it and similar operations.

Mr. FENTON. What is the mileage from Trenton to Jacksonville?

Mr. WILLIS. Approximately 1,020 miles.

Mr. EVINS. We have not heard testimony, but I think we have had information that there is not a need for this intercoastal canal because Florida, having a coastline, is served by oceangoing vessels and Florida is served by some 5 or 6 railroads and the duplication is unnecessary. I notice in your statement that you stress the importance of national defense. I just wonder if you wish to add any statement in the way of an answer to these arguments that it is unnecessary because you have coastwise transportation and railroad transportation.

Mr. WILLIS. Let me correct you on one thing. You do not have any more coastwise transportation in Jacksonville or to Florida. Pan Atlantic was the last steamship company that operated coastwise, and they are not serving Jacksonville, and they are not serving Georgetown, or any other port from the east.

During the Second World War we all knew the menace of the Nazi submarines and it was tremendous. From all reports the Russians have 3 or 4 times as many submarines.

They could surely raise havoc on the Atlantic coast, whereas if you have that protected Atlantic intercoastal waterway, and if you had a proper depth of 12 feet, you could easily take a tremendous amount of traffic to lighten the burden of the railroads and trucklines and the steamship companies.

Mr. BENNETT. I would like to say that I have made a study of this matter. Hundreds of millions of dollars were lost in shipping off the coast of Florida during the last war. There are major tonnages now being carried for defense operations on this canal, so there is not only the defense aspect of moving material which is of general interest to the economy, but there is actual defense material being moved on it to a very great degree at the present time.

Mr. RILEY. Is this intercoastal canal silting up all the way up and down, or is it just in certain areas?

Mr. WILLIS. Just certain areas, generally between North and South Carolina to around Charleston. That is your worst area. The other areas are in pretty good shape.

FRIDAY, MAY 17, 1957.

MARINA DEL RAY SMALL BOAT HARBOR

WITNESSES

HON. GORDON L. MCDONOUGH, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF CALIFORNIA
HON. JAMES ROOSEVELT, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF CALIFORNIA
REX THOMSON, DIRECTOR, DEPARTMENT OF HARBORS AND MARINAS, LOS ANGELES, CALIF.

Mr. CANNON. We will now hear from Congressman Roosevelt.

Mr. ROOSEVELT. I have my colleague, Congressman McDonough, with me, and Mr. Rex Thomson, director of harbors of Los Angeles County.

Mr. Chairman, I would appreciate it if I might ask Congressman McDonough first be allowed to make a short statement. He was the original introducer of the resolution by which this project was authorized.

STATEMENT OF REPRESENTATIVE MCDONOUGH

Mr. MCDONOUGH. Mr. Chairman, I have been interested in this project from its very beginning. I am lending my support to this particular project because as a former member of the Los Angeles County Board of Supervisors who are sponsoring the financing of this project in the main, and the fact that it will have a definite impact, economic impact, upon my district, in the increase in value to the adjacent area and a convenience to the public and an added navigational facility, I am just appearing here to lend my support and to participate in the hearings of the committee.

Mr. ROOSEVELT. Mr. Chairman, I would like to emphasize in line with what the gentleman has said, that this project I think is one of the most unusual you will consider because 88 percent of this project will be handled by local bodies and only 12 percent by the Federal Government. I think that is about as good a ratio as will be found in these types of projects.

Mr. JENSEN. I am glad to know that.

Mr. ROOSEVELT. Thank you, sir.

I think also this project has a somewhat unique position because not only will it be a very important part of the economic development of the area, but it has an additional factor on which I believe you, Mr. Chairman, have already had correspondence addressed to you—the lifesaving angle due to the air traffic over the Los Angeles airport that goes out over the ocean.

Mr. CANNON. Your correspondence will be consulted in this connection.

Mr. ROOSEVELT. I would like to put that correspondence in the record at this point.

Mr. CANNON. It may be inserted in the record at this point.

(The letter referred to is as follows:)

LOS ANGELES CHAMBER OF COMMERCE,
Los Angeles, April 29, 1957.

Hon. CARL HAYDEN,
Chairman, Senate Appropriations Committee,
Senate Office Building, Washington, D. C.

Hon. CLARENCE CANNON,
Chairman, House Appropriations Committee,
House Office Building, Washington, D. C.

GENTLEMEN: The proposed small-craft marina at Playa del Rey, which is located in Los Angeles County, will have accommodations for approximately 8,000 small craft, in addition to the facilities being expanded at the Redondo Beach marina. The completion of these projects will increase the small craft activities in the Santa Monica Bay area by several hundred percent. The United States Coast Guard in the Los Angeles area does not have sufficient equipment, at this time, to adequately patrol the open waters of the Santa Monica Bay area with the potential increase in small craft traffic.

The installation of an air-sea rescue unit at the proposed Playa del Rey Marina would be invaluable for the protection of air travelers. For example, the proposed marina lies directly under the takeoff pattern for all planes leaving the Los Angeles International Airport as well as for a large portion of the incoming planes. The Los Angeles International Airport has an enviable safety record, inasmuch as no commercial plane, either scheduled or nonscheduled, has ever had to make a forced landing in the ocean after takeoff. However, the mere fact that an accident has never occurred should not blind us to the fact that, should such an occurrence ever happen, the lives of the passengers and crew of the aircraft would depend upon adequate help being immediately available.

The recent clamor for the Federal Government to force aircraft manufacturers to test aircraft over the ocean adds additional reasons for adequate offshore rescue facilities.

The number of passengers utilizing the Los Angeles International Airport each year has risen from a little over 1 million in 1946 to approximately 4 million in 1956. Modern aircraft cannot stay afloat for more than one-half hour, except for extremely unusual cases. Many times it is only a matter of minutes before the aircraft will sink. Unless rescue facilities, both air and sea, are immediately available, the resultant loss of life would be inevitable.

The nearest United States Coast Guard helicopter is located in San Diego and the nearest Navy helicopter is at Point Mugu. United States Air Force helicopters are located, primarily, at the Air Force bases in the desert areas. These helicopters would be of little or no value in case a commercial air carrier had to ditch in the ocean after takeoff. The nearest United States Coast Guard patrol boat is berthed in Los Angeles Harbor, approximately 2 hours from the scene of a potential ditching.

The additional facilities requested for the Playa del Rey Marina would also be of great value to the national defense and the security of the Los Angeles area as these facilities would be immediately available for expanded patrol activities in time of national emergency.

Heretofore, the complete lack of harbor facilities in Santa Monica Bay precluded the stationing of an air-sea rescue unit in this vital area. However, the construction of the Playa del Rey Marina will provide an economical operating base for the unit which will be only minutes away from any accident in the Santa Monica Bay area.

Therefore, the Los Angeles Chamber of Commerce respectfully urges that funds appropriated for this project be released to facilitate construction and that a United States Coast Guard air-sea rescue unit, consisting of 1 helicopter and one 95-foot patrol boat, be assigned and stationed at the Playa del Rey Marina in Los Angeles County, Calif.

Sincerely yours,

CHARLES E. DUCOMMUN, *President.*

Mr. ROOSEVELT. I feel that this air-rescue unit which would be established here, in view of the jet age we are living in, becomes almost an imperative emergency thing as well as one which should be a continuing project in its present form.

Mr. Chairman, roughly, that is the picture of the project as it will be completed [indicating], and as it has been approved by all of the agencies concerned.

Because the committee has already examined the project carefully I think at this point, unless you have questions, I would like to leave the testimony as it has been presented.

Mr. CANNON. Thank you.

STATEMENT OF REX THOMSON

Mr. ROOSEVELT. Mr. Rex Thomson has a memorandum which he would like to put into the record.

Mr. CANNON. It will be inserted in the record at this point.

(The statement referred to is as follows:)

PLAYA DEL REY INLET AND BASIN

(A project for the development of the Marina Del Rey small craft harbor)

Statement of Mr. Rex Thomson, director, department of harbors and marinas, appearing by order of the Board of Supervisors, County of Los Angeles, State of California

Mr. Chairman and gentlemen, the county of Los Angeles, as the local interest in the development of this self-liquidating and revenue-producing shallow draft harbor project, has already expended in excess of $1,500,000 for plans, acquisition, and development.

The completed cost of this project, including site acquisition, is now estimated at approximately $32 million, of which the Federal Government has agreed to fund about 12 percent, or, specifically, 50 percent of the cost of the general navigational features; and the county is committed and prepared to provide the balance from either or both public and private fund sources.

In November 1956, the electorate of this county approved the revenue bond method of financing such portions of this development as would appear appropriate. Major lending agencies, having analyzed its revenue-producing potential, are prepared to market such issue of revenue bonds as, if, and when it appears desirable to the local interest.

Under ideal conditions, it would appear that for the fiscal year 1958 approximately $1,200,000 Federal funds, matched by available local funds, could be expeditiously expended for construction on this project. Therefore, the county has budgeted $1,311,000 for this period and an additional $2,500,000 for further site acquisition.

However, the national Bureau of the Budget has indicated the amount of but $600,000 as available to this project for 1958, which sum, matched by those local funds we are prepared to provide, will permit a worthwhile and most important operation be undertaken, that is, the construction of the jetties for the entrance channel, a construction upon which the balance of the development hinges.

You may be confident we are sincerely appreciative of the effort by the Congress to establish and maintain a short and tight budget for the coming fiscal year since we too are desirous of effecting all reasonable economies.

In view of the above-mentioned circumstances, we take the privilege of expressing our studied opinion to the effect that the $600,000 as indicated may be even more advantageously employed did the Congress in its wisdom see fit to authorize that the construction of this project be on a continuing basis, to be funded by succeeding years until completion, with the Chief of Engineers authorized to utilize such of the corps' reserve funds as might possibly be required to maintain continuity.

We are further confident that such continuity will permit the required construction to be purchased at a lower unit cost—a savings both in Federal and local funds; that such continuity will expedite completion, thus permitting the receipt of revenues as will amortize our development expense at the earliest reasonable date.

Obviously, if the building of the jetties and the dredging of the channel were to be conducted intermittently, with indefinite lapses occurring in that work, such procedure would prohibit our borrowing private capital by the revenue-bond route since we cannot borrow unless we can bring forward a firm schedule of development showing that the borrowed capital may be readily converted into operating facilities capable of producing sufficient revenues as adequate to service the bond issue and thus safeguard the investor.

In fact, it is our conservative estimate that each 12-month delay in development would cost the local interest approximately $1,500,000, an amount compounded from our sustained loss of direct operational revenues, the loss of increased tax from the broadened base provided by private improvements and from the enhanced values of surrounding properties, and by the increasing costs of construction, year by year.

However, and probably of equal or greater importance than any loss of increased taxes and revenues is the fact that private studies, concurred in by both labor and management, reveal that this harbor as an operating facility can be expected to stimulate our regional economy by creating a new market for services and materials approximating $18 million annually, and, in addition to this amount, create new payrolls of some $6 million per year. In fact, these economic considerations provided the basis that justified the county of Los Angeles accepting local responsibility in this development. Lacking continuity in development, the major portion of the local interest's funding, to which we are positively committed, must, of necessity, be dependent upon successive local tax levies. Lacking continuity in development, these levies may well be imposed for a long-drawn-out, indefinite period without any appreciable use of the facility or appreciable economic benefit to either the Federal Government or the local interest.

Therefore, we respectfully request your favorable action as regards provision of the $600,000 as indicated available for 1958. We further respectfully solicit your actions as will establish the authorized continuity so vital to the project's development.

MARINA DEL REY SMALL CRAFT HARBOR

Estimated loss to county of Los Angeles if initial development is delayed 1 year

		Amount	Use	Source of information
Estimated cost		$6,918,000		Outline specifications and cost estimates, Nicholson, Dec. 15, 1956, p. 81.
Average annual increase in percent of construction costs, 1955–56.[1]		5.04		Engineering News-Record, Dec. 16, 1956.
Loss due to increased construction costs		$348,667	$349,000	
Number of small craft:				
In slips	1,620			Outline specifications and cost estimates, Nicholson, Dec. 15, 1956, p. 2.
Marginal	380			
Trailer borne	1,000			
Total	[2] 3,000			
Average annual tax per boat equals $75.				
1,000 [3] times $75 equals loss in boat taxes		75,000	75,000	Economic study, Nicholson, p. 12.
Estimated private investment	$5,480,000			Economic study, Nicholson p. 67.
Factor used to determine annual tax on improvements	20 percent [4] $\times \frac{\$5}{\$100}$			
Loss of taxes on improvements		54,800	55,000	Economic study, Nicholson, p. 23.
Expense of mosquito abatement		14,000	14,000	Economic study, Nicholson, p. 24.
Loss annual net revenue from operations		461,440	461,000	Economic study, Nicholson, p. 74.
Total estimated loss			954,000	

[1] The percentage used is conservative, since steel and concrete, representing the bulk of the material used, advanced approximately 10 percent on the west coast in 1956.

[2] Figure not realistic, as all facilities will be ready for 2,000 trailer-borne craft upon completion, making the total number 4,000.

[3] Of the 4,000 boats, it is estimated 1,000 boats will be taxed for the first time.

[4] 20 percent real value equals taxed value.

Estimated loss of taxes on land surrounding the marina if initial development delayed 1 year

	Amount	Source of information
Filling the surrounding lands and proper rezoning would result in an immediate increase in the value of the land, resulting in higher assessed value. Without increasing the tax base, additional taxes would be realized after rezoning. Rezoning is contingent upon the initial development. Any delay in construction as much as a year would defer tax increases. Dependent on zoning, taxes could double in a single year as the market value of properties would multiply.	----------	Economic report, Nicholson, p. 23.
Estimated loss of taxes on surrounding land	$593,000	

FRIDAY, MAY 17, 1957.

COYOTE VALLEY DAM AND RESERVOIR

WITNESS

HON. HUBERT B. SCUDDER, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF CALIFORNIA

Mr. CANNON. Congressman Scudder of California.

Mr. SCUDDER. Mr. Chairman, I appear before you in the interest of the Russian River project calling for the construction of the Coyote Valley Dam and Reservoir. This project was authorized in 1950, and plans were brought to completion in 1955, and work actually started on the project on July 24, 1956. This is a project in which the Federal Government is putting up $12,687,000 and the local interests $5,598,000.

The first construction money was made available in fiscal 1956 for $500,000. In May 1956 the local interests had a bond election which carried by a large majority, and in June of last year we delivered a check to the Secretary of the Army in the amount of $5,598,000. The counties are now paying interest on this borrowed money.

In the 1957 budget $2,150,000 was provided by the Federal Government making a total of $2,650,000. At the present time almost twice as much local money has been used in the construction of this project. The present budget for 1958 fiscal year recommends a $5 million Federal share for this project which I trust this committee will see fit to approve in the whole as the construction of the dam is far ahead of schedule because of the favorable weather that has prevailed since the awarding of the contract.

During the winter of 1955–56 several millions of dollars of damage was done by the heavy floods. The completion of this project will take about 2½ feet off the flood flow in the Russian River which could eliminate a large part of the reoccurring flood damage should we experience high waters this coming winter; 5 feet would eliminate 90 percent of the recurring damage.

It may be asking too much, but I would appreciate your consideration of a request made by the boards of supervisors of the 2 counties involved—that $2,500,000 additional funds be allowed to complete the structure of the dam which can be accomplished before the coming winter rains set in. This would put the project 1 year ahead of the original plans, and I am advised that it will create a savings to the Federal Government for engineering and inspection work of between $250,000 and $300,000. I have contacted the Army engineers, and they have verified to me that this savings could be effected.

I desire to file with the committee resolutions adopted by the Boards of Supervisors of Sonoma and Mendocino Counties, which are the two counties in which this project is being constructed.

I apprecite the courtesy of your permitting me to appear before you on this important project.

Mr. CANNON. The resolutions will be included in the record at this point.

(The resolutions referred to are as follows:)

RESOLUTION No. 2234

Resolution urging additional appropriation for expenditure during the fiscal year 1957–58 to accomplish the earliest possible date of completion of the Coyote Valley Dam as being in the best public interest

Whereas the earlier availability of flood-control benefits well warrant; and

Whereas the Coyote Valley Dam project as an integral part of the Russian River project reviewed in the reports on Russian River, Calif., published as House Document No. 585, 81st Congress, 2d session, is under construction under contract let by the Corps of Engineers, Department of the Army, pursuant to agreement made and entered into with the Sonoma County Flood Control and Water Conservation District under which said district has heretofore fully advanced the local share in excess of $5 million of cost of said dam project; and

Whereas construction has progressed to the point that it is feasible to, and the contractor constructing said dam has indicated a willingness and desire to, complete construction of said dam to the full height contracted for within the fiscal year 1957–58 provided that funds are made available from which to meet contract payment obligations which would be earned by the contractor upon completion thereof during the fiscal year 1957–58; and

Whereas in the opinion of the chief engineer of the Sonoma County Flood Control and Water Conservation District an appropriation of $2,500,000, in addition to the appropriation by Congress of $5 million, recommended in the President's budget for the fiscal year 1957–58 would be required to render possible completion of said Coyote Valley Dam within such fiscal year: Now, therefore, be it

Resolved, That the Congress of the United States is strongly urged to consult with the Corps of Engineers, Department of the Army to determine the amount necessary therefor, presently estimated to be $2,500,000, and to make appropriation of such sum in addition to the $5 million recommended for appropriation in the President's budget for the fiscal year 1957–58 to the Coyote Valley project to facilitate completion of construction of Coyote Valley Dam at least 1 year earlier than heretofore planned with resulting availability of much-needed flood protection benefits during the fiscal year 1957–58 and a corresponding advance of date of availability of receipt of conservation benefits from said project; and be it further

Resolved, That copies of this resolution duly certified by the clerk of the Mendocino County Board of Supervisors be forthwith filed with Senator William F. Knowland; Senator Thomas H. Kuchel; Congressman Hubert B. Scudder; the chairman of appropriate Senate and House committees: Gen. E. C. Itschner, Chief of Engineers, Corps of Engineers, Department of the Army, Washington, D. C.; Gen. William Cassidy, division engineer, Corps of Engineers, Department of the Army, South Pacific Division, 630 Sansome Street, San Francisco, Calif.; and the Sonoma County Flood Control and Water Conservation District.

The foregoing resolution was introduced by Supervisor Poulos Hartley, and adopted on rollcall this 22d day of April 1957, by the following vote:

Ayes: Supervisor Hartley, Poulos, Sawyers, Bainbridge, Scaramella.

Noes: Supervisors, none.

Absent: Supervisors, none.

Whereupon the chairman declared said resolution passed and adopted and so ordered.

The foregoing instrument is a correct copy of the original on file in this office: Attest: April 22, 1957.

[SEAL] W. J. BROADDUS,
County Clerk and ex officio Clerk of the Board of Supervisors of the County of Mendocino, State of California.

By EDITH BEEK,
Deputy Clerk.

APRIL 2, 1957.

RESOLUTION No. S A 11324

Resolution urging additional appropriation for expenditure during the fiscal year 1957–58 to accomplish the earliest possible date of completion of the Coyote Valley Dam as being in the best public interest

Whereas the earlier availability of flood control benefits well warrant; and

Whereas the Coyote Valley Dam project as an integral part of the Russian River project reviewed in the reports on Russian River, Calif., published as House Document No. 585, 81st Congress, 2d session, is under construction under contract let by the Corps of Engineers, Department of the Army, pursuant to agreement made and entered into with the Sonoma County Flood Control and Water Conservation District under which said district has heretofore fully advanced the local share of excess of $5 million of cost of said dam project; and

Whereas construction has progressed to the point that it is feasible to, and the contractor constructing said dam has indicated a willingness and desire to, complete construction of said dam to the full heighth contracted for within the fiscal year 1957–58 provided that funds are made available from which to meet contract payment obligations which would be earned by the contractor upon completion thereof during the fiscal year 1957–58; and

Whereas in the opinion of the chief engineer of the Sonoma County Flood Control and Water Conservation District an appropriation of $2,500,000 in addition to the appropriation by Congress of $5 million recommended in the President's budget for the fiscal year 1957–58 would be required to render possible completion of said Coyote Valley Dam within such fiscal year: Now, therefore, be it

Resolved, That the Congress of the United States is strongly urged to consult with the Corps of Engineers, Department of the Army, to determine the amount necessary therefor presently estimated to be $2,500,000, and to make appropriation of such sum in addition to the $5 million recommended for appropriation in the President's budget for the fiscal year 1957–58 to the Coyote Valley project to facilitate completion of construction of Coyote Valley Dam at least 1 year earlier than heretofore planned with resulting availability of much-needed flood protection benefits during the fiscal year 1957–58 and a corresponding advance of date of availability of receipt of conservation benefits from said project; be it further

Resolved, That copies of this resolution duly certified by the clerk of the Sonoma County Flood Control and Water Conservation District, be forthwith filed with Senator William F. Knowland; Congressman Hubert B. Scudder; the chairmen of appropriate Senate and House committees; General E. C. Itschner, Chief of Engineers, Corps of Engineers, Department of the Army, Washington 25, D. C.; General William Cassidy, Division Engineer, Corps of Engineers, Department of the Army, South Pacific Division, 630 Sansome Street, San Francisco, Calif.; and the Mendocino County Russian River Flood Control and Water Conservation District.

The foregoing resolution was introduced by Director Guidotti, who moved its adoption, seconded by Director Shoemaker, and adopted on rollcall on April 2, 1957, by the following vote: Director Mitchell, aye; Director Shoemaker, aye; Director Lampson, aye; Director Guidotti, aye; Director King, aye.

Ayes, 5; noes, 0; absent or not voting, 0.

Whereupon the chairman declared the foregoing resolution adopted, and

So ordered.

APRIL 2, 1957.

RESOLUTION No. 11389

Be it resolved by the board of supervisors of the County of Sonoma, That the foregoing resolution of the board of directors of the Sonoma County Flood Control and Water Conservation District be and it is hereby approved and joined into.

The foregoing resolution was introduced by Supervisor Guidotti who moved its adoption, seconded by Supervisor Shoemaker, and adopted on rollcall on April 2, 1957, by the following vote: Supervisor Mitchell, aye; Supervisor Shoemaker, aye; Supervisor Lampson, aye; Supervisor Guidotti, aye; and Supervisor King, aye.

Ayes, 5; noes, 0; absent or not voting, 0.

Whereupon, the chairman declared the foregoing resolution adopted, and

So ordered.

Mr. SCUDDER. There is another small project in Lake County, Calif., that has been approved for $2,247,000, of which $837,000 is local and non-Federal, and a Federal amount of $1,210,000. This budget carries a recommendation of $300,000 to get this flood project started. I might assure you that most every year there is a loss by flood of almost 25 percent of the cost of the project, so you can see that it is a very necessary project for this rather small community which is agricultural in its entirety.

I thank you very much.

FRIDAY, MAY 17, 1957.

ST. ANTHONY FALLS LOCK AND DAM

WITNESSES

HON. WALTER H. JUDD, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF MINNESOTA

HON. ROY W. WIER, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF MINNESOTA

PHILIP E. PAQUETTE, EXECUTIVE VICE PRESIDENT OF THE OSBORNE McMILLAN ELEVATOR CO.

HUGO ERICKSON, CITY ENGINEER OF MINNEAPOLIS

Mr. CANNON. Congressman Judd, do you have other witnesses associated with you?

Mr. JUDD. Yes, Mr. Chairman.

Mr. CANNON. We also have Congressman Wier. Will you gentlemen speak for the group?

Mr. JUDD. I would like to make a preliminary statement. I think that my colleague, Congressman Wier also has a short statement, and then two gentlemen from Minnesota have brief statements.

Mr. Chairman and members of the committee, I appreciate this opportunity to appear before you again in behalf of the completion of the St. Anthony Falls project. We had not intended to ask for time this year. But we heard that the railroad interests which have fought this project from the beginning had asked to appear, for reasons that are understandable, perhaps, but in my view are not justified. We do not want to let anything go by default and so we figured that we had better make clear that there is no change in the attitude of our city government and the people and the business interests and labor groups in our area with respect to this harbor.

Three years ago, a question was raised as to its economic soundness, so I asked the House Public Works Committee to ask the Corps of Engineers to make a new economic survey, which they did. I have never seen a project studied and screened as thoroughly as this one was for 2 years. They held public hearings and technical studies out in Minneapolis and twice held public hearings down here in Washington. As a result, the Board of Engineers a year ago recommended completion of the project, and in accordance with that recommendation, the second supplemental appropriation bill of July, 1956 contained $400,000 to start work on the upper lock and dam, the second stage of the project. The committee's report contained the following which tells the story:

ST. ANTHONY FALLS LOCK AND DAM, MINNESOTA

The authorized project for the St. Anthony Falls development provides for the construction of 2 locks and a dam, dredging, utility alterations, and bridge changes to provide vertical clearance of 26 feet above the water surface when the flow is 40,000 cubic feet per second. Funds have been appropriated for construction of the lower lock and dam, and that feature of the work is essentially complete. The Corps of Engineers has recently completed a review report on this project and the Board of Engineers for Rivers and Harbors in its report dated June 19, 1956, recommended completion of the authorized development at St. Anthony Falls with a minor modification concerning the bridge clearance above the lower Northern Pacific Railway bridge in Minneapolis. The $400,000 recommended by the committee would permit resumption of work on the St. Anthony Falls project. No funds were appropriated in the Public Works Appropriation Act for 1957, pending the results of the review report.

That resumption of work has begun and the President in his budget has asked for $550,000 for this coming fiscal year. About a third of that is to complete the lower of the two locks and dams necessary for barges to go up through the St. Anthony Falls to the new harbor. That lower lock is all but completed. It will take less than $200,000 to finish installation of the power control and lighting facilities at the lower lock.

About one-third of the amount requested is to complete the planning for the upper lock and dam, and that is the larger element, which will ultimately cost about $20 million.

About one-third of the amount requested is to start necessary alterations on the stone arch railroad bridge to permit river traffic to go through, and to complete relocation of facilities like the electrical and other utilities. The highway bridges, of course, are being raised and altered by the city of Minneapolis.

The chairman and the committee will recall that in the original agreement for this project the city of Minneapolis agreed to provide certain funds, which it has done. More than $3 million of local money has been raised and spent on the project. $1,100,000 of it went to the Federal Government to pay for alteration of railroad bridges. This was done by the city in good faith with the expectation, of course, that the Federal Government will carry out its part of the arrangement in good faith.

That is all our people up there ask. They and we do not see any valid reason to question its being completed, but we just want to make sure that the Congress knows that the people of Minneapolis need and want this harbor. It is economically sound. It will be of benefit also to the whole Mississippi Valley—to those below us who ship things like coal, gasoline, cement, to our part of the country and to those who need our grain, soy beans, linseed oil and other materials.

We just want to make sure, Mr. Chairman, that the Congress in its present economy mood does not make a mistake and stop work on this project which would not be real economy because it would cost more money in the end to stop now and then and start up again later.

STATEMENT OF REPRESENTATIVE ROY W. WIER

Mr. WIER. I will not take up much time. I only want to express the same interest that my colleague did from the other side of the river. Walter Judd represents the south and southwest bank of the Mississippi going through Minneapolis. I represent the north and northeast area. I have the same interest as he and I have had that

interest ever since the 1920's when we finally got the 9-foot channel up to Minneapolis.

This will mean completion of the job giving us a good harbor up there. I want to assure you that all the interests of Minneapolis with the possible exception, of course, of the competitive rivals, the railroads, want to see this finished.

Mr. CANNON. Will you introduce your associates?

STATEMENT OF PHILIP PAQUETTE

Mr. JUDD. I would like to present Mr. Philip Paquette, chairman of the harbor completion committee of the Minneapolis Chamber of Commerce.

Mr. PAQUETTE. My name is Philip E. Paquette. I am the executive vice president of the Osborne McMillan Elevator Co. and president of the Minneapolis Terminal Elevator Association. I speak here today for the business community of the city of Minneapolis as chairman of the harbor completion committee of the Minneapolis Chamber of Commerce.

The entire city of Minneapolis is wholeheartedly and aggressively behind the project through the city government—its mayor and its council—its labor, and its chamber of commerce. One of our Senators has stated that rarely has any project been presented to the Federal Government, enjoying the degree of unanimity, the strength of its case and the justification, that this project enjoys.

The project is now about 25 percent completed as to its Federal commitments and is 50 percent or more completed as to the city's commitments. The lower lock and dam were completed last fall. The city is in the process of rebuilding and raising the last of its bridges.

The only serious objection to the project comes from competing carriers which, of course, is understandable. The presentation to the Board of Engineers, which resulted in a favorable decision by the Board, refuted all the carriers' claims and nothing in the picture has changed since then, except perhaps in some methods of presentation which the carriers may employ.

There are no problems regarding shortages of material or labor in our area, therefore the factor of inflation is not involved. Actually, employment in construction jobs is down.

This is a contributing project wherein the city of Minneapolis agreed to underwrite and construct certain parts of the project. This arrangement was worked out with the Federal Government when the now Senator, Hubert Humphrey, was mayor of Minneapolis. The city is on schedule and is nearing the completion of its obligations. The Federal Government has a moral obligation to carry out its part of the agreement. We earnestly solicit your favorable decision and thank you sincerely for the time you have allotted to us for this concise presentation of the facts concerning the project.

Mr. CANNON. Thank you, Mr. Paquette.

STATEMENT OF HUGO ERICKSON

Mr. JUDD. I would like to introduce Mr. Hugo Erickson, the city engineer of Minneapolis.

Mr. ERICKSON. My name is Hugo Erickson, city engineer of the city of Minneapolis. I am here by direction of the city council of the city of Minneapolis.

Gentlemen, I merely want to reiterate what Mr. Wier and Mr. Judd have said.

The official city government has a great interest in seeing this project completed. Up to this moment we have spent local tax funds in the amount of $3,500,000. By the end of this construction season we will have spent $4,500,000 in the construction that we are making, parallel with the Federal Government's construction. By 1960 we will have spent in excess of $6 million as our part of the program.

I merely want to state this, that in the review by the Board of Engineers one of the assets of the project was the possibility of taking building aggregates, sand and gravel, into the city of Minneaplis by river barge thereby getting another source from which we can get that material.

Our opponents in this particular project, namely, the railroads, I understand, have more or less an unholy alliance with some of the gravel producers in the immediate vicintiy of Minneapolis to the extent that they want to restrict some of that competition, so we cannot get some of that material in by water transportation.

We hold no brief for the people who have gravel and sand sources along the river, but we want to see that they have an equal chance with the other people to produce this material for the benefit of the taxpayers of the city of Minneapolis.

Mr. CANNON. Thank you, Mr. Erickson.

STATEMENT OF HENRY W. GOODALL

Mr. JUDD. I would like to submit for the record a statement by Mr. Henry W. Goodall, of the Mississippi Valley Association, who was unable to be present in person the statement points out the value completion of this project will have for other parts of the Mississippi River Basin.

(The statement referred to is as follows:)

STATEMENT OF H. W. GOODALL, MANAGER, GREAT LAKES DIVISION, MISSISSIPPI VALLEY ASSOCIATION

My name is Henry W. Goodall. I am manager of the Great Lakes division, Mississippi Valley Association. I appear before you as a representative of the members of this association in support of the recommended appropriation for continued construction of the St. Anthony Falls extension project. Last February, at the association's 38th annual convention, held in St. Louis, 1,200 registered delegates from the States of the Mississippi River Basin and gulf coastal areas unanimously adopted the following resolution:

"We urge Congress to appropriate funds and we urge the Corps of Engineers to speed construction of the St. Anthony Falls extension, which will provide a 9-foot channel to the north city limits of Minneapolis."

Gentlemen, this project is of interest to mining, industrial, and agricultural industries throughout the midcontinent, including the gulf coast. It is not just of interest to local interests. The extension of this 9-foot channel into northern Minneapolis is of interest to the coal industries of the upper Ohio River, of Kentucky and Illinois; it is of interest to the producers of petroleum products, sulfur, and molasses of the Gulf States; it is of interest to stock feeders up the Tennessee River; it is of interest to barge, shipping, and New Orleans export interests; and it is of interest to the host of people employed by these interests, including investing, banking, marine insurance, and other services. This is a worthy project.

We urge the members of this committee to approve this recommended appropriation, and to extend to the good people of Minneapolis and Minnesota the opportunities to develop, diversify, and stabilize their economy as have been provided to other cities of our Nation who now possess improved facilities for navigation.

Mr. CANNON. Thank you, Congressman Judd and Congressman Wier.

FRIDAY, MAY 17, 1957.

LOS ANGELES COUNTY FLOOD CONTROL PROJECTS

WITNESSES

HON. EDGAR W. HIESTAND, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF CALIFORNIA

Mr. CANNON. Mr. Hiestand.

Mr. HIESTAND. Mr. Chairman, in the interest of saving time, I shall be very brief, because you have had rather a complete résumé and testimony in regard to the flood control in Los Angeles County.

I might just simply say I am in hearty support of the committee as a whole in your attitude for economy. I shall remain so. The only reason I appear here is to stress four points.

First of all, this county of Los Angeles flood-control project is a Federal responsibility because the disaster threat comes from the Angeles National Forest, federally owned.

Second, that it is shared by the county because the county of Los Angeles now has a flood-control budget of over $40 million a year, and the people are voting consistently added funds.

That is done on bond issues.

Third, a major share of the requested budget, which has cleared the Corps of Engineers and the Budget Bureau, is for the completion of projects partially finished. Should there be a disaster flood suddenly in next winter, loss to the taxpayers would be a great deal more if we do not finish them up.

There are some nine such projects, and they can be finished up within that budget.

Fourth, the only recommended starting of new parts of the project are the connecting up of the existing facilities.

I might add some good news also, which probably has not yet been in the record, that it is my judgment that this is the last large request for that project. From now on the requests will be diminishing very decidedly because we will have passed the hump. It will then be a question of finishing up and connecting.

Mr. CANNON. I agree with the gentleman. It is good news.

Mr. HIESTAND. I appreciate the opportunity to present these brief facts to you.

FRIDAY, MAY 17, 1957.

SACRAMENTO DEEPWATER CHANNEL; BLACK BUTTE DAM AND RESERVOIR; AMERICAN RIVER LEVEES

WITNESSES

HON. JOHN E. MOSS, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF CALIFORNIA
ROBINSON N. CROWELL, CHAIRMAN, SACRAMENTO-YOLO PORT DISTRICT
WILLIAM G. STONE, PORT DIRECTOR
MELVIN SHORE, PORT ENGINEER
T. V. DILLON, WASHINGTON, D. C., SPECIAL COUNSEL
BERT E. GEISREITER, MEMBER, CITY COUNCIL OF SACRAMENTO
JAMES B. McKINNEY, MEMBER, CITY COUNCIL OF SACRAMENTO
GEORGE E. LODI, ARBUCKLE, RANCHER AND DIRECTOR, FARMERS' RICE GROWERS COOPERATIVE
JAMES T. HARVEY, BUILDING AND CONSTRUCTION TRADES COUNCIL, AFL–CIO, SACRAMENTO AND YOLO COUNTIES
ORLIN C. HARTER, YUBA RANCHER, REPRESENTATIVE OF CANNING INDUSTRY OF THE AREA
WILLIAM H. JOHNSON, PRESIDENT, SACRAMENTO CITY-COUNTY CHAMBER OF COMMERCE
ARTHUR L. KIEFER, DIRECTOR OF PUBLIC WORKS, SACRAMENTO COUNTY

Mr. CANNON. Congressman Moss, will you have a seat with us? We are very glad to have you with us.

In behalf of what project do you appear?

Mr. MOSS. The Sacramento-Yolo deepwater channel.

Mr. CANNON. You have associates with you?

Mr. MOSS. I have, Mr. Chairman; quite a number.

Mr. CANNON. Do you desire to introduce them at this time?

Mr. MOSS. I have just one I will introduce, and ask the statements of the others to be included in the record.

Mr. CANNON. Congressman Moss?

Mr. MOSS. Mr. Chairman, gentlemen of the committee, my statement will be very brief and at its conclusion I will be happy to answer any questions which any member might desire to ask.

I appreciate how very busy you gentlemen have been and how difficult and time consuming hearings can become. My purpose is to urge upon you the favorable consideration of the $2,815,000 recommended in the executive budget for the carrying forward of construction on the Sacramento-Yolo Port project, a development authorized by Congress in 1946.

I shall not go into all the facts in connection with this project. I think the members of this committee are vary familiar with its history. However, I would like to take this opportunity of reviewing very briefly the progress made by the commissioners of the port district.

During 1956, 5,900 acres of rights-of-way representing an expediture of some $1,282,361 were acquired by the port district. With the

completion of this acquisition, the way is now clear for construction to proceed as rapidly as funds and engineering permit.

Total local, State, and Federal investment in the port district, including private capital, now represents $14,135,000. Federal advancement of funds to date is $5,385,758.

Recognizing the determined desire of the Congress to hold expenditures in tight rein at this time, we are not asking for any amount beyond the budget recommendation, even though we have been assured that additional funds could be economically and beneficially employed.

The entire northern part of California looks forward to the completion of this project as a major contribution to a rapidly expanding economy and as a means of better serving one of the most rapidly growing sections of the Nation. Sacramento County alone since the 1950 census has increased in population by 48.4 percent, or an estimated 134,260 persons. This is a steady average increase of approximately 2,000 people per month for the past 6½ years.

The lower cost of water transportation in an area faced with rather an unfavorable freight rate will, as the studies of the engineers illustrate, be of inestimable value to every citizen, businessman, and industrial operator in northern California, as well as to the highly diversified agriculture in this area.

This project has enjoyed the full support of the State Legislature of California on at least two recorded occasions, and I am pleased to state that it also has the enthusiastic backing of the present State administration and of our two distinguished United States Senators.

I would like now to ask that the statements of a group of very representative citizens from my district be made a part of the record at this point, together with such descriptive material as is contained in those statements.

(The statements referred to follow:)

STATE OF CALIFORNIA,
Sacramento, May 6, 1957.

Hon. JOHN E. MOSS,
Member of Congress,
House Office Building, Washington, D. C.

MY DEAR CONGRESSMAN: I am informed that President Eisenhower's budget on civil works includes $2,815,000 for construction of the Sacramento River deepwater channel project for fiscal year 1957–58.

As you know, last year Congress appropriated $2,200,000 which is presently being expended; and I am informed that the contractor has completed his dredging and is cleaning up the contract several months ahead of schedule. The Army Engineers advise that the Federal Government construction is now 18 percent complete and that the local interests have provided rights-of-way required for future dredging of the channel.

The State of California has contributed over $1 million for rights-of-way and highway connections to the port area. The Sacramento-Yolo Port District, a political subdivision of the State of California, has spent over $3 million of its local funds for rights-of-way and terminal facilities.

This project is designed to serve 24 northern California counties, and it is most esential that the project be completed at the earliest possible date. I cannot overemphasize the importance and urgency of appropriating the full amount of $2,815,000 presently included in the President's budget for fiscal year 1957–58.

Your favorable consideration of this request will be deeply appreciated.

Cordially,

GOODWIN J. KNIGHT, *Governor.*

STATE OF CALIFORNIA,
County of Yolo, ss:

I, Charles S. Paynton, county clerk and ex officio clerk of the board of supervisors, in and for the county of Yolo, State of California, do hereby certify the foregoing to be a full, true, and correct copy of the resolution or minute order made by the board of supervisors, as the same appears upon their minute book.

Witness my hand and seal of said board of supervisors, affixed this 15th day of April 1957.

Charles S. Paynton, county clerk and ex officio clerk of the board of supervisors.

CHARLES S. PAYNTON.

RESOLUTION No. 162

Whereas beginning in 1947 the Sacramento-Yolo Port District, the State of California, and several local interests have expended or presently have under commitment for expenditure a total of $8,750,000 toward construction of the Sacramento deepwater channel and its related facilities; and

Whereas the Federal Government will have expended by July 1, 1957, a total of $5,300,000; and

Whereas Congress appropriated $2,200,000 for construction for fiscal year 1956–57; and

Whereas President Eisenhower has recommended to Congress that $2,815,000 be appropriated during fiscal year 1957–58 for further construction of this project; and

Whereas the port district spent $1,000,000 in purchasing rights-of-way during 1956 and has given the Federal Government a permit for construction along 17 miles right-of-way: Now, therefore, be it

Resolved, That the Board of Supervisors of the County of Yolo urge the Congressional Appropriation Committees and the Congress of the United States to approve the full amount of $2,815,000 which is in the President's budget for fiscal year 1957–58; and be it further

Resolved, That copies of this resolution be sent to Senator William F. Knowland, Senator Thomas H. Kuchel, Congressman Clair Engle, Congressman John E. Moss, and to chairmen of the House and Senate Appropriations Committees.

Passed and adopted by the Board of Supervisors of the County of Yolo, State of California, this 15th day of April 1957 by the following vote:

Ayes: Johnston, Rogers, McDermott, Drew, Tolle.

Noes: None.

Absent: None.

CLARENCE TOLLE,
Chairman of the Board of Supervisors, County of Yolo, State of California.

Attest:

[SEAL]

CHARLES S. PAYNTON,
Clerk of Said Board.

RESOLUTION OF GREATER NORTH AREA CHAMBER OF COMMERCE

Whereas the Sacramento River deepwater channel project will be approximately 13 percent complete by July 1, 1957; and

Whereas the Federal Government will at that time have over $5 million invested in the project; and

Whereas the State of California and the port district have over $4 million invested in it, including $1 mililon for rights-of-way purchased by the port district in December 1956:

Whereas prompt completion of this channel and inland port means a great deal to the national security and to the economy of the entire Sacramento Valley region, which is one of the most rapidly growing areas in this very rapidly growing State; and

Whereas the benefits of worldwide commerce entering such a protected inland port in this strategic area would be tremendous, not only for this region, but also for the State and for the Nation in its entirety; and

Whereas President Eisenhower has included $2,815,000 in his budget for 1957–58 for this project; now, therefore, be it

Resolved, That the Greater North Area Chamber of Commerce, representing and serving directly a population of some 210,000 in an area lying north of the city of Sacramento, does hereby urge the Senate and House Appropriations

Committees and the Congress of United States to approve the full amount of $2,815,000 in the President's budget; and be it further

Resolved, That copies of this resolution be sent to Senators Wiliam F. Knowland and Thomas H. Kuchel; also, to Congressman John E. Moss and Congressman Clair Engle and to chairmen of the Senate and House Appropriations Committees.

This resolution was duly passed by the board of directors of the Greater North Area Chamber of Commerce on this 25th day of April 1957.

GREATER NORTH AREA CHAMBER OF COMMERCE,
A. F. DREDGE, *Acting President.*
DAVID B. OWEN, *Executive Manager.*

Certified to be a true copy.

DAVID B. OWEN, *Executive Manager.*

WEST SACRAMENTO DISTRICT CHAMBER OF COMMERCE,
P. O. Box 404, West Sacramento, Calif.

RESOLUTION NO. 45

Whereas Congress authorized the Sacramento River deepwater channel project and has expended approximately $5 million on the project; and

Whereas the Sacramento-Yolo Port District has spent over $3 million on this project, including $1 million in December 1956 for rights-of-way; and

Whereas the State of California has spent over $1 million of State money on this project; and

Whereas local business interests in the West Sacramento area have spent $3,750,000 on individual industrial plants, warehouses, etc., all depending upon completion of the deepwater channel project for successful operation; and

Whereas President Eisenhower's budget includes $2,815,000 for further construction of the deepwater channel project: Now, therefore, be it

Resolved, That the West Sacramento District Chamber of Commerce urge the Appropriations Committees of both the House and the Senate and the Congress to appropriate the full amount of $2,815,000 included in the President's budget for fiscal year 1957–58; and be it further

Resolved, That copies of this resolution be sent to Senators William F. Knowland and Thomas H. Kuchel; also, to Congressman John E. Moss and Congressman Clair Engle and, likewise, to the chairmen of the House and Senate Appropriations Committees.

Passed and adopted by the West Sacramento District Chamber of Commerce this 12th day of April 1957.

JOHN E. HILL,
President.
JACK VINCENT,
Secretary.

CARGILL, INC.,
Minneapolis, Minn., April 30, 1957.

Mr. CLARENCE CANNON,
Chairman, House Public Works Subcommittee on Appropriations,
Washington, D. C.

DEAR MR. CANNON: We are taking the liberty of addressing you with reference to an item which President Eisenhower has included in his budget for fiscal 1957–58, for the continued dredging work in connection with the Sacramento, Calif., deepwater channel project.

This company has a very genuine interest in the speedy completion of this previously approved project, for we are operators of a grain elevator which we operate under lease from the Sacramento-Yolo Port District.

As I am sure you are aware, the Federal Government appropriated $2,200,000 for the dredging work on this deepwater channel last year. That contract is now nearing completion. Another contract is intended to be let about the middle of June covering construction of a toe drain on the west side of the deepwater channel inside the Yolo bypass for a distance of 17 miles. By July 1 of this year the Federal Government will have invested $5,300,000 in construction. The Port of Sacramento Authority has spent over $3 million. The State of California has invested $1 million, and is at the present time reconstructing the Rio Vista Bridge to provide for deep-sea shipping at an additional expense to the State

government. Private industry contiguous to the port has an investment of $3,750,000 depending upon the early completion of the deepwater channel.

The President has included $2,815,000 in his budget for work on this project for fiscal year 1957–58. If the Congress appropriates this full amount and makes it available to the Corps of Engineers, they can then complete the toe drain construction, let a continuing contract for the remainder of the dredging of the deepwater channel, and then let a further contract on a continuing contract basis for construction of the lock and the bridge across the barge canal.

We have a vital interest in urging an early completion of this extremely worthwhile project. When this elevator was leased by us it was expected that the Federal Government would complete the project program within approximately 4 years. The intervention of the Korean war delayed the project, but since cessation of hostilities work has moved along in good order, and in our judgment should be completed without delay.

The major market for California grain in the foreseeable future appears to be in the Orient and eastern Asia. Exports off the north Pacific coast have been extremely heavy this year, and California would have shared to a very substantial degree had this project been completed.

We respectfully and urgently request your favorable consideration to the request for appropriation of funds for this vitally needed construction.

Yours truly,

R. R. WOODWORTH.

STATEMENT OF WILLIAM H. JOHNSON, PRESIDENT, SACRAMENTO CITY-COUNTY CHAMBER OF COMMERCE

The Sacramento City-County Chamber of Commerce was the first advocate and sponsor of the Sacramento River deepwater channel project. This became necessary in order to permit a free flow of our products and to enable them to reach worldwide markets on a competitive basis. It was also necessary in order to bring in miscellaneous manufactured products and certain raw materials for our manufacturing plants, including nitrates and fertilizers for the agricultural area of our Sacramento Valley.

This need became so acute, and in fact so serious, that in 1943, our chamber of commerce raised a fund of $100,000 for research and promotional work. $7,500 was chamber of commerce money and $42,500 contributed by citizens and business interests in the community. This $50,000 was then matched by the Sacramento City Council and Sacramento County Board of Supervisors, each contributing $25,000.

The first $15,000 was spent on a survey of available tonnage by both inbound and outbound movement through the port of Sacramento. A survey party of seven men spent several months calling upon shippers and receivers, listing commodities and tonnage data. No such thorough and complete survey of the Sacramento tributary area had ever been made by anyone. This survey was finally completed and delivered to the Sacramento district engineer in February 1945. After careful review and with the engineers' own data compiled by their research department, a report was rendered to Congress by the Chief of Engineers, which resulted in the authorization of the deepwater channel project in July 1946.

Our chamber of commerce immediately sponsored the creation of the Sacramento-Yolo Port District to provide a local entity to cooperate with the State and Federal Governments in developing the project. Our chamber of commerce also cooperated with the port district in voting a bond issue to finance this project. We likewise assisted in ground-breaking ceremonies in August 1949 and have continuously advocated appropriations for construction.

We have excellent railroad and highway transportation facilities at Sacramento. Our great need is for immediate completion of the deepwater channel providing direct access to deep-sea ships. We can then become a natural point for economic interchange for cargoes between rail, highway, and deep-sea carriers.

This project is well underway. The need for early completion is unquestionable. As we look at it, the need is even greater today than it was when the project was authorized and started—it must be completed quickly.

Our Sacramento City-County Chamber of Commerce Board of Directors passed a resolution on April 15, 1957, a copy of which I hand you with the request that it be included in the record. It stresses the need for appropriation of the full amount of $2,815,000 for the fiscal year 1957–58. I urge your favorable consideration.

RESOLUTION

Whereas the Sacramento deepwater channel project is designed to bring deep sea ships inland to Sacramento to meet the ever-increasing need for deep sea shipping to and from worldwide markets; and

Whereas the project will be approximately 13 percent complete on July 1, 1957; and

Whereas the Sacramento-Yolo Port District has expended over $3 million of taxpayers' money for rights-of-way, terminal facilities, etc., including $1 million in bond money for rights-of-way in December 1956; and

Whereas the State of California has expended over $1 million for rights-of-way and other purposes in connection with the project; and

Whereas Congress appropriated $2,200,000 for 1956–57 fiscal year, thereby bringing the Federal expenditure as of July 1, 1957, to a figure exceeding $5 million; and

Whereas President Eisenhower's budget includes $2,815,000 for further construction for fiscal year 1957–58: Now, therefore, be it

Resolved, That the Sacramento City-County Chamber of Commerce urge the Congress of the United States to approve the full amount of $2,815,000 in the President's budget for fiscal year 1957–58; and be it further

Resolved, That copies of this resolution be sent to Senators William F. Knowland and Thomas H. Kuchel; also, to Congressman John E. Moss and Congressman Clair Engle and to the chairmen of the Senate and House Appropriations Committees.

This resolution was duly passed by the board of directors of the Sacramento City-County Chamber of Commerce on the 15th day of April, 1957.

SACRAMENTO CITY-COUNTY CHAMBER OF COMMERCE,
WILLIAM H. JOHNSON, *President.*

Attest:

BRUCE CRAVER,
General Manager.

STATEMENT OF MR. ARTHUR L. KIEFER, DIRECTOR OF PUBLIC WORKS, SACRAMENTO COUNTY

My name is Arthur L. Kiefer. Our Sacramento County Board of Supervisors sponsored the Sacramento River deepwater channel project and has advocated construction and early completion of the channel ever since it was first advocated by the Sacramento Chamber of Commerce.

We have splendid railroad and highway transportation facilities, but that is not sufficient to meet all of our transportation needs. Our great handicap at the present time is the lack of deep sea transportation to reach markets of the world with our agricultural and manufactured products and, likewise, for inbound manufactured products, raw materials for manufacturers, and for nitrates and fertilizers for our agricultural areas.

Sacramento County has numerous national-defense installations which will also benefit from the deepwater channel project in addition to our local economy. Early completion of the project is a must.

Our board of supervisors passed Resolution No. 16809 by unanimous vote on April 22, 1957, setting forth numerous reasons for continued appropriations for this sorely needed project. I am annexing a copy of that resolution to my statement and request it be included in the record. I thank you for the privilege of appearing before you today and urge your favorable consideration.

RESOLUTION NO. 16,809

RESOLUTION REQUESTING CONGRESS TO APPROPRIATE $2,815,000 FOR THE SACRAMENTO DEEPWATER CHANNEL PROJECT

Whereas the Sacramento deepwater channel project authorized by Congress to bring deep sea ships inland to Sacramento for the specific purpose of providing the Nation and northern California with important economic benefits through the medium of lower water transportation rates to and from worldwide markets; and

Whereas the Corps of Engineers pursuant to this authorization has planned and designed this channel via the shortest and most practical and economical route; and

Whereas construction has been started and the Federal Government has invested approximately $5 million in construction; and

Whereas completion of the present dredging contract this month by the Government contractor will make the project approximately 13 percent complete; and

Whereas the Sacramento-Yolo Port District spent $1 million of its bond money in December 1956 for rights-of-way requested by the Federal Government and has tendered a construction permit to the Federal Government as requested; and

Whereas President Eisenhower has included $2,815,000 in the civil works budget for fiscal year 1957–58 for this project: Now, therefore, be it

Resolved, That the Sacramento County Board of Supervisors urge the congressional Appropriations Committees and the Congress of the United States to appropriate the full amount, namely, $2,815,000 which is included in the President's budget for this project; and be it further

Resolved, That copies of this resolution be sent to California Senators William F. Knowland and Thomas H. Kuchel, to Congressmen John E. Moss and Clair Engle, and to chairmen of the Senate and House Appropriations Committees.

Passed and adopted by the Board of Supervisors of the County of Sacramento, State of California, this 22d day of April 1957, by the following vote, to-wit:

Ayes—Supervisors Bonetti, Garlick, Hoffman, Kelley, Elmer.

Noes—Supervisors, none.

Absent—Supervisors, none.

[SEAL] FRANK R. ELMER,

Chairman of the Board of Supervisors of Sacramento County, Calif.

STATEMENT OF MR. BERT E. GEISREITER, CITY COUNCILMAN, AND FORMER MAYOR
MR. JAMES B. MCKINNEY, CITY COUNCILMAN

Our Sacramento City Council passed Resolution No. 523 on April 18, 1957, unanimously endorsing continued construction appropriations for the Sacramento River deepwater channel project as included in the budget. I hand you a copy of this resolution for inclusion in the record.

Incidentally, our Sacramento City Council contributed $25,000 of our taxpayers' money in 1943–44 for the Sacramento Chamber of Commerce tonnage and statistical survey which played an important part in developing factual data and statistical information which was made available at the time of congressional authorization of the project in 1946.

Our Sacramento City Council has unanimously supported this project and considers it of sufficient importance that two of our councilmen are here as an indication of our interest.

We deeply appreciate the helpfulness of your honorable committee in last year's appropriation and we urge you on behalf of the people of Sacramento to continue your support by approving the full budget of $2,815,000 for fiscal year 1957–58.

RESOLUTION NO. 523

(Adopted by the Sacramento City Council on date of April 18, 1957)

Whereas the Congress of the United States has repeatedly found it in the public interest, both to the Nation and to the Sacramento area, to provide a deepwater channel to Sacramento; and

Whereas the Federal Government has spent over $5 million in planning and construction; and

Whereas the local interests through the Sacramento-Yolo Port District Commission gave assurance to the Federal Government that obligations of local interests would be met; and

Whereas the Port District Commission has met all requirements to date, including spending $1 milion of taxpayers' money for rights-of-way, and gave the Federal Government a construction permit in December 1956, for further construction; and

Whereas the needs of worldwide commerce require the immediate completion of the Sacramento deepwater channel project; and

Whereas President Eisenhower has included $2,815,000 in his budget for further construction of this project; Now, therefore, be it

Resolved, That the City Council of the City of Sacramento urge the Senate and House Appropriations Committees and the Congress of the United States to appropirate the full amount of $2,815,000 included in the President's budget for this very worthwhile project; and be it further

Resolved, That copies of this resolution be sent to California Senators William F. Knowland and Thomas H. Kuchel; likewise, to Congressman John E. Moss and Congressman Clair Engle, and to the chairman of the Senate and House Appropriations Committees.

Passed and adopted by the Sacramento City Council of the City of Sacramento, State of California, this 18th day of April 1957.

CLARENCE L. AZEVEDO,
Mayor.

PAUL H. MANBY,
City Clerk.

RESOLUTION

Whereas the Sacramento deepwater channel authorized by Congress and now under construction with an investment of approximately $5 million by the Federal Government; and

Whereas the State of California and the citizens of Sacramento and Yolo Counties have over $4 million invested in the deepwater project which means a great deal to the economy of the Sacramento Valley, its large farming interests, fruit and rice growers, canning industries; and

Whereas at this time, with the large number of unemployed construction and other workers, an expanded construction program for this project would tend to alleviate unemployment in this area; and

Whereas President Eisenhower in his budget for the year 1957–58 has included $2,815,000 for the continued construction of the deepwater channel project: Now, therefore, be it

Resolved, That the Building and Construction Trades Council of Sacramento-Yolo Counties, AFL–CIO, urge the Senate and House Appropirations Committees to approve at least the full amount of $2,815,000 which is included in the President's budget for this needed project; be it further

Resolved, That copies of this resolution be forwarded to Senators William F. Knowland and Thomas H. Kuchel; also, to Congressman John E. Moss and Congressman Clair Engle; likewise, to the chairman of the House and Senate Appropriations Committees.

Adopted this 9th day of May 1957 by the

BUILDING AND CONSTRUCTION TRADES COUNCIL
OF SACRAMENTO-YOLO COUNTIES,
W. R. MORRIS, *President.*
JAMES T. HARVEY, *Secretary.*

RESOLUTION No. 162

Whereas beginning in 1947 the Sacramento-Yolo Port District, the State of California and several local interests, have expended or presently have under commitment for expenditure a total of $8,750,000 toward construction of the Sacramento deepwater channel project and its related facilities; and

Whereas the Federal Government will have expended by July 1, 1957, a total of $5,300,000; and

Whereas Congress appropriated $2,200,000 for construction for fiscal year 1956–57; and

Whereas President Eisenhower has recommended to Congress that $2,815,000 be appropriated during fiscal year 1957–58 for further construction of this project; and

Whereas the port District spent $1 million in purchasing rights-of-way during 1956 and has given the Federal Government a permit for construction along 17 miles of right-of-way. Now, therefore, be it

Resolved, That the Board of Supervisors of the County of Yolo urge the congressional Appropriation Committees and the Congress of the United States to approve the full amount of $2,815,000 which is in the President's budget for fiscal year 1957–58; and be it further

Resolved, That copies of this resolution be sent to Senator William F. Knowland, Senator Thomas H. Kuchel, Congressman Clair Engle, Congressman John E. Moss, and to chairmen of the House and Senate Appropriations Committees.

Passed and adopted by the Board of Supervisors of the County of Yolo, State of Califarnio, this 15th day of April 1957, by the following vote:

Ayes: Johnsons, Rogers, McDermott, Drew, Tolle.

Noes: None.

Absent: None.

CLARENCE TOLLE,
Chairman of the Board of Supervisors, County of Yolo, State of Calif.

Attest:
[SEAL]

CHARLES S. PAYTON,
Clerk of said board.

RESOLUTION OF GREATER NORTH AREA CHAMBER OF COMMERCE

Whereas the Sacramento River deepwater channel project will be approximately 13 percent complete by July 1, 1957; and

Whereas the Federal Government will at that time have over $5 million invested in the project; and

Whereas the State of California and the port district have over $4 million invested in it, including $1 million for rights-of-way purchased by the port district in December 1956; and

Whereas prompt completion of this channel and inland port means a great deal to the national security and to the economy of the entire Sacramento Valley region which is one of the most rapidly growing areas in this very rapidly growing State; and

Whereas the benefits of worldwide commerce entering such a protected inland port in this strategic area would be tremendous, not only for this region, but also for the State and for the Nation in its entirety; and

Whereas President Eisenhower has included $2,815,000 in his budget for 1957–58 for this project: Now, therefore, be it

Resolved, That the Greater North Area Chamber of Commerce, representing and serving directly a population of some 210,000 in an area lying north of the city of Sacramento, does hereby urge the Senate and House Appropriations Committees and the Congress of United States to approve the full amount of $2,815,000 in the President's budget; and be it further

Resolved, That copies of this resolution be sent to Senators William F. Knowland and Thomas H. Kuchel; also, to Congressman John E. Moss and Congressman Clair Engle and to chairmen of the Senate and House Appropriations Committees.

This resolution was duly passed by the board of directors of the Greater North Area Chamber of Commerce on this 25th day of April 1957.

(Signed) DAVID B. OWEN,
David B. Owen,

Certified to be a true copy.

GREATER NORTH AREA CHAMBER OF COMMERCE,
A. F. DREDGE, *Acting President.*
DAVID B. OWEN, *Executive Manager.*

RESOLUTION 45 OF WEST SACRAMENTO DISTRICT CHAMBER OF COMMERCE, WEST SACRAMENTO, CALIF.

Whereas Congress authorized the Sacramento River deepwater channel project and has expended approximately $5 million on the project; and

Whereas the Sacramento-Yolo Port District has spent over $3 million on this project, including $1 million in December 1956 for rights-of-way; and

Whereas the State of California has spent over $1 million of State money on this project; and

Whereas local business interests in the West Sacramento area have spent $3,750,000 on individual industrial plants, warehouses, etc., all depending upon completion of the deepwater channel project for successful operation; and

Whereas President Eisenhower's budget includes $2,815,000 for further construction of the deepwater channel project: Now, therefore, be it

Resolved, That the West Sacramento District Chamber of Commerce urge the Appropriations Committees of both the House and the Senate and the Congress to appropriate the full amount of $2,815,000 included in the President's budget for fiscal year 1957–58; and be it further

Resolved, That copies of this resolution be sent to Senators William F. Knowland and Thomas H. Kuchel; also, to Congressman John E. Moss and Congressman Clair Engle and, likewise, to the chairmen of the House and Senate Appropriations Committees.

Passed and adopted by the West Sacramento District Chamber of Commerce this 12th day of April 1957.

WEST SACRAMENTO DISTRICT CHAMBER OF COMMERCE,
JOHN E. HILL, *President.*
JACK VINCENT, *Secretary.*

STATEMENT OF MR. ORLIN C. HARTER, HARTER PACKING CO., YUBA CITY, CALIF.

My name is Orlin C. Harter and I am one of the owners of the Harter Packing Co., Yuba City, Calif., in the heart of a fruit and vegetable processing area.

I speak for the fruit and vegetable canning industry of California. In 1956, food processors at Sacramento and the tributary area packed over 700,000 tons, shipping weight, of canned fruits and vegetables. Our problem is to reach large centers of population in the United States and to reach worldwide markets with our product.

The present and ever-increasing land transportation costs to reach shipside is the real stumbling block. The deepwater channel project will correct this weakness. We need an improved access to both domestic and foreign markets, which only the Sacramento deepwater channel project will provide.

This same problem confronts shippers in our area of such commodities as prunes, almonds, walnuts, and numerous other farm products, all originating in our area. On the other hand, our agricultural users can secure nitrates, fertilizers, and other commodities at lower cost when the deepwater channel is completed. The same applies to manufactured products for distribution and raw materials for our manufacturers.

I thank the committee for the appropriation of $2,200,000 made last year. I understand it has been advantageously used by the Corps of Engineers.

I, therefore, urge the continued excellent support of your honorable committee and look forward to your approval of the budget item of $2,815,000 for this very worthy project.

FARMERS' RICE GROWERS COOPERATIVE,
San Francisco, Calif., May 13, 1957.

To the House Subcommittee on Appropriations, Civil Functions, Army Corps of Engineers, House of Representatives, Washington, D. C.

GENTLEMEN: Enclosed herewith find statement of George E. Lodi, one of our directors, in support of the deepwater channel project now pending consideration for your committee.

Very truly yours,

MARSHALL E. LEAHY,
Executive Vice President.

STATEMENT OF GEORGE E. LODI, DIRECTOR, FARMERS' RICE GROWERS COOPERATIVE, IN SUPPORT OF THE SACRAMENTO RIVER DEEPWATER CHANNEL PROJECT

My name is George E. Lodi. I am appearing here as a director and past president of Farmers' Rice Growers Cooperative, San Francisco, Calif., to support the full appropriation of moneys to the United States Corps of Engineers provided in the President's budget for the continuance and ultimate completion of northern California's great transportation hub, the Sacramento River deepwater channel project.

I am a native Californian, having spent all of my life there and most of it in the Sacramento Valley. I have been a member of the State reclamation board since 1943, am chairman of the California Flood Control Conference, and am a director of the Agricultural Council of California, an organization of cooperatives which market hundreds of millions of dollars worth of agricultural products, poultry, and livestock. I have been farming for over 30 years.

At the outset I wish to state I am confining my statement to rice as one commodity, leaving to those more familiar with other products the need for and use of the Sacramento-Yolo port facilities.

The marketing of agricultural products is a challenge to our ingenuity and rice is no exception. It is highly competitive and a product consumed mostly by the lower income group. Approximately 85 percent of our markets are offshore, Puerto Rico, Hawaii, and export. Since we operate in an area that commands the highest wage scales, it is vital that economical methods of handling our commodity be developed and used. Transportation is a very important factor in the movement of rice and thus very essential to the future success of our industry.

It was transportation that was foremost in the minds of 11 men comprising the board of directors of Farmers' Rice Growers Cooperative when we were seeking an economic and strategic location for the future homesite of our huge plant in order to service a constantly increasing volume of business produced by a growing demand for one of California's major agricultural commodities—California rice.

Accordingly, surveys were made in all of the surrounding areas to evaluate all available and potential facilities—transportation and otherwise—essential in rice processing. Fully aware that this commodity was essentially an offshore commodity requiring ocean transportation, and with knowledge that local interests, the State of California, and the Federal Government, by agreement and the pledging of funds, had proposed and commenced construction of a deepwater channel connecting the city of Sacramento with the Pacific seaway, our firm focused attention on this great potential transportation site, foreseeing the countless benefits to be derived from such channel in the distribution of our rice. Thus plans of the Sacramento-Yolo Port District were closely scrutinized and the potential value of this port became strongly evident in minimizing the handling and transportation costs from the producer to its ultimate destination.

It became quite obvious to this organization that the practical approach to the acquisition of a site was to select that which offered such advantages. By unanimous action of the board of directors, Farmers' Rice Growers Cooperative selected the Sacramento-Yolo Port District—situated in the heart of California's rice belt—as the homesite of its business expansion, the largest complete rice plant, drier, and storage facility ever built as a single unit in the West.

These facilities have since been erected and in operation for 2 years. And with continued vision our cooperative has since acquired additional land in this area to meet future expansion.

Farmers' Rice Growers Cooperative, in the true California spirit of progress and pioneering, has demonstrated unshakable faith in California's agricultural future and trust in the fact that the Federal Government will pursue the ultimate completion of this deepwater channel—the Pacific coast gateway to greater industry.

As shippers to worldwide markets, Farmers' Rice Growers Cooperative wholeheartedly urges full appropriation of moneys to the United States Corps of Engineers to hasten the day when we will have benefit of low-cost deep-sea transportation—so vitally important to the economic growth of industry.

Mr. Moss. I wish to thank you, Mr. Chairman, and the gentlemen of this committee for your very real help and your demonstrated understanding of the needs of the people I am privileged to represent.

And now, for a very brief statment, I would like to introduce Mr. Robinson N. Crowell, chairman of the Sacramento-Yolo Port District Commission.

Mr. CANNON. Mr. Crowell.

STATEMENT OF ROBINSON N. CROWELL

Mr. CROWELL. Thank you, Congressman Moss and gentlemen. I appreciate the opportunity to be here.

If there is anything I have learned in the last 2 days, it is that your time is a lot more valuable than mine. I would like to tell you that during 1956 we expended the proceeds of a $1 million bond issue to purchase about 6,000 acres of right-of-way. These rights of way will enable the engineers to proceed in an orderly and eco-

nomical manner with the construction program. I think you will agree that we are doing our share.

(Mr. Crowell's prepared statement follows:)

STATEMENT OF MR. ROBINSON N. CROWELL, CHAIRMAN, SACRAMENTO-YOLO PORT DISTRICT COMMISSION

My name is Robinson N. Crowell, chairman of the Sacramento-Yolo Port District Commission, Sacramento, Calif.

The Sacramento River deepwater channel project was authorized by Congress July 24, 1946, and was designed to bring deep-sea ships 90 miles inland via the Sacramento River and connecting waters.

The Sacramento-Yolo Port District Commission was created 9 months later on April 15, 1947, by a vote of the people by approximately 4 to 1.

Seven months later on November 4, 1947, the port district voted bonds in the amount of $3,750,000 to provide funds for local financing. The vote was better than 6 to 1.

In May 1947, the California State Legislature appropriated $750,000 to the port district for rights-of-way as the statewide contribution to the project.

Carrying out the mandate in the act of authorization of July 24, 1946, the port district executed an agreement of assurance on December 24, 1947, just 17 months after authorization. This agreement of assurance is attached as exhibit No. 1.

Pursuant to that agreement of assurance, rights-of-way were purchased as requested by the Corps of Engineers and ground was broken August 7, 1949, using the first Federal appropriation, plus a loan of $500,000 of port district funds to the Federal Government. This was just 3 years after authorization. The $500,000 loan has been repaid to the port district.

The Sacramento-Yolo Port District has met each and every obligation required of local interests. We have expended over $3 million of port district funds for rights-of-way, construction of grain elevator, belt railroad, and highway connections to the port, etc. We have also expended the full $750,000 appriated by the State of California for rights-of-way.

At the present time, our port district has completed 40 percent of its obligations under the agreement of assurance. Only last December, we sold $1 million port district bonds and immediately purchased approximately 5,900 acres, providing rights-of-way for use of the $2,815,000 in the budget for fiscal year 1957–58. Our port engineer and our chief consulting engineer are providing preliminary plans for our port terminal area development and in January 1957, our port district commission approved the design for our wharves and transit sheds.

In view of the heavy expenditure on the part of local interests and inasmuch as the Federal Government is approximately 13 percent complete in its construction program, we earnestly and most sincerely request favorable consideration of this committee of the full amount of $2,815,000 in the budget. I thank you for the privilege of appearing before you and trust we may have your early and favorable consideration.

STATEMENTS OF OTHER MEMBERS OF DELEGATION

STATEMENT OF MR. MELVIN SHORE, PORT ENGINEER, SACRAMENTO-YOLO PORT DISTRICT COMMISSION

My name is Melvin Shore, port engineer, for the Sacramento-Yolo Port District Commission, Sacramento, Calif. Much of my work during the past year has involved the expenditure of $1 million in the acquisition of some 5,900 acres of land needed by the Corps of Engineers in connection with construction of the deepwater channel and the toe drain, all located inside the Yolo bypass, a floodway.

Exhibit No 2 is the latest Army engineer's drawing and I have indicated in red the route of the deepwater channel where these lands were acquired.

Exhibit No. 3, an air view taken December 23, 1956, shows the Sacramento River and Cache Slough area where about 4 miles of the deepwater channel has been completed to project depth. This exhibit also shows the Rio Vista Bridge, where the division of highways is moving the bridge opening from the bank or shore side of the River out near the center and widening the opening between fenders from 200 to 270 feet to provide for passage of deep-sea ships through the

bridge opening. The State of California has a $1 million contract underway at the present time for foundations for this bridge.

Exhibit No. 4 shows our port district grain elevator, constructed and placed in operation July 1, 1950. It was designed as shown by heavy black arrow for an overhead conveyor directly to deep sea ships in the harbor and we look forward to the day when the port project is complete and this magnificent facility can be used at maximum efficiency in connecting with deep draft movement of grain. Next Monday night, May 20, our port district commission will receive and open bids for expansion of storage capacity amounting to 375,000 bushels in 3 storage bins immediately east of the headhouse of the original structure. These bins will increase the storage capacity about 74 percent and will be so located as to tie in with the ultimate completion of a tremendous shipside grain elevator.

As port engineer and right-of-way acquisition agent for the port district, I am presently engaged in securing additional rights-of-way across Prospect Island, just below the area shown in red on exhibit No. 2. All of these rights-of-way will be in the hands of the Corps of Engineers as soon as they are ready to use them.

In concluding, I thank the committee for the privilege of appearing before you today and earnestly request the $2,815,000 included in the budget be approved by your committee.

STATEMENT OF W. G. STONE, PORT DIRECTOR AND GENERAL MANAGER, SACRAMENTO-YOLO PORT DISTRICT, SACRAMENTO, CALIF.

My name is W. G. Stone, and I am port director and general manager of the Sacramento-Yolo Port District, a political subdivision of the State of California, with headquarters located at 705 California Fruit Building, Sacramento, Calif.

The Sacramento River deepwater channel project has been before your honorable committee for several years. I wish to express my appreciation for your interest and cooperation in previous years. The budget includes $2,815,000 for continuation of this project and, when this amount is appropriated and made available to the Corps of Engineers, it will enable them to proceed with construction in a very practical and economical manner.

I direct your attention to exhibit No. 5, which is the Corps of Engineers artist's drawing of our deepwater channel. In my opinion, it is an excellent piece of engineering work. By locating the channel in the bypass the distance from the Pacific Ocean to our deepwater turning basin has been shortened by approximately 15 miles. The exhibit speaks for itself.

Exhibit No. 6 shows the barge canal lock and bridge near the Sacramento River just opposite the city of Sacramento. This lock and bridge will permit the Sacramento River to be utilized in handling shallow-draft barge traffic from the Sacramento River to deep sea ships in the turning basin.

Exhibit No. 7 shows the tributary area of 24 counties north and east of Sacramento, in the State of California, and indicates the Sacramento River flows in a southerly direction through this area. In other words, as the exhibit indicates, the Sacramento River will serve as a feeder to deep sea ships at the port of Sacramento.

Exhibit No. 8 is an air view of the city of Sacramento, showing the port terminal area in the background. It also shows the industries presently located along the river and in the harbor terminal area.

Exhibit No. 9 is an air view taken in March 1957, showing the port terminal area in the foreground and the Lake Washington Harbor development. The white lines around the barge canal and Lake Washington indicate the location of 12 miles of levees constructed in the harbor area.

Exhibit No. 10 shows the location of important industries contiguous to this port terminal area and plans for other industries for expansion.

Congress authorized this project for the specific purpose of bringing deep sea ships to Sacramento. If this project were in operation today, shippers and receivers of freight throughout the United States would realize over $6,000 in freight savings daily.

The cost to our port district taxpayers amounts to $685 per day. Our income from our grain elevator and port facilities constructed so far amounts to $110 per day. This leaves a net cost of $575 per day to our taxpayers.

The State of California has constructed highway approaches to and from the port terminal area and is continuing to do so. Our belt railroad connects with

both the Southern Pacific and Western Pacific systems, giving all railroads access to the harbor. Sacramento freight rates apply to our port terminal area.

I understand funds in the budget will be used to complete the toe drain, for dredging of the deepwater channel and to construct the lock and bridge across the barge canal shown in exhibit No. 6.

The $2,200,000 approved by this committee and appropriated by Congress last year is being used by the Corps of Engineers in a contract which is nearing completion.

I, therefore, urge your honorable committee to appropirate the full $2,815,000 in the budget pending before you in order that the construction program may be continued on an economical basis and the project completed at the earliest possible date.

I thank you for the opportunity of presenting this data to you and trust you will recommend the full amount in the budget.

STATEMENT OF TIMOTHY V. A. DILLON, SPECIAL COUNSEL, SACRAMENTO-YOLO PORT DISTRICT

I am appearing here today in support of the budget estimate for the continuation of construction of the Sacramento River deepwater ship channel project. You will recall that $2,200,000 was appropriated last year. Work pursuant to that appropriation is nearing completion.

THE PROJECT

The project will provide for deepwater access from San Francisco to California's State capital at Sacramento, utilizing the Sacramento River and connecting waterways to the harbor and terminal area at Lake Washington. A 1½-mile barge canal will connect the harbor and terminal area with the Sacramento River at Sacramento.

THE TRIBUTARY AREA

Sacramento is located at the confluence of the Sacramento and American Rivers and is the natural trading and distribution center for an area of some 1 million square miles in northern California, southern Oregon, and western Nevada. The area has virtually untapped wealth in agricultural, mineral, and lumber resources.

Since World War II, Sacramento has become the location of many grain and rice processing plants, canneries, sawmills and other plants whose products have gone not only into the greatly expanded western market, but also to eastern and foreign points. Many of these plants were located in Sacramento in anticipation of the port's completion.

LOCAL INTEREST

Other witnesses have related the splendid record of the local people in the matter of local participation in the cost of the project. It will, therefore, not be necessary for me to recite that record. I would, however, like to summarize our expenditures of $1¼ million incurred by the local port district during the year 1956 alone in the acquisition of some 5,900 acres of rights-of-way needed by the corps in connection with construction of the project:

Land	$1,238,492.41
Title insurance paid	147.65
Field survey	20,499.08
Appraisals	9,892.48
Port engineering supplies	9,876.00
Miscellaneous office	150.00
Travel and telephone	603.51
Legal	2,600.00
Miscellaneous expense	100.00
Paid out in 1956	1,282,361.13
Title insurance paid in 1957	556.50
Title insurance due in 1957	3,449.00
Total cost as of January 21, 1957	1,286,366.63

I urged you to approve the recommendation of $2,815,000 for the continuation of construction during the coming fiscal year.

DEEPWATER CHANNEL, SACRAMENTO RIVER, SACRAMENTO, CALIF.—AGREEMENT OF ASSURANCE TO THE SECRETARY OF THE ARMY

Whereas the Congress of the United States, by Public Law 525, 79th Congress, 2d session, approved on July 24, 1946, did authorize the construction of that certain deepwater channel on the Sacramento River, near Sacramento, in the State of California, in accordance with the plans and subject to the conditions recommended by the Chief of Engineers in Senate Document No. 142, 79th Congress, 2d session, and did also require that local interests furnish assurances satisfactory to the Secretary of the Army that they will (*a*) furnish without cost to the United States all necessary lands, easements, rights-of-way, and spoil-disposal areas for the initial work and subsequent maintenance when and as required and to make all necessary utility changes; (*b*) construct, operate, and maintain at the Washington Lake Basin an adequate public terminal as approved by the Chief of Engineers with necessary utilities and rail and highway connections open to all on equal terms; and (*c*) hold and save the United States free from any damages which may arise from construction, operation, and maintenance of the improvements; and

Whereas the qualified electors of the counties of Sacramento and Yolo, State of California, at a special election, duly authorized and called according to law, and held on the 15th day of April 1947, did create and establish the Sacramento-Yolo Port District in the State of California; and

Whereas the Legislative Assembly of the State of California of 1947 did by Senate bill No. 730, now known as Chapter 1152, 1947 Statutes of the State of California, which was approved July 7, 1947, authorize and empower the Sacramento-Yolo Port District, Sacramento, Calif., to give such assurance to the Secretary of the Army;

Now, therefore, the Sacramento-Yolo Port District, Sacramento, Calif., duly created and authorized by law does hereby give assurance to the Secretary of the Army that it will (*a*) furnish without cost to the United States all necessary lands, easements, rights-of-way, and spoil-disposal areas for the initial work and subsequent maintenance when and as required and to make all necessary utility changes; (*b*) construct, operate, and maintain at the Washington Lake Basin an adequate public terminal, as approved by the Chief of Engineers, with necessary utilities and rail and highway connections open to all on equal terms; and (*c*) hold and save the United States free from any damages which may arise from construction, operation, and maintenance of the improvement.

In witness whereof, the Sacramento-Yolo Port District, Sacramento, Calif., in meeting assembled, has caused this instrument to be executed this 24th day of December 1947 at Sacramento, Calif.

W. G. STONE,
Port Director.
IVORY J. RODDA,
Secretary.

Mr. CANNON. Thank you, Congressman.

Mr. MOSS. That concludes our presentation on the Sacramento deepwater channel, unless there are questions. I also have a statement on Black Butte Dam and Reservoir and on the American River levees.

BLACK BUTTE DAM AND RESERVOIR

Mr. MOSS. Mr. Chairman, I come before you again this year to ask this committee's approval of the request of the Corps of Engineers for $179,000 to complete the engineering phase of the much needed Black Butte Dam and Reservoir project in my congressional district.

This project, which is located on Stony Creek, 9 miles west of Orland, Calif., in Glenn County, is an integral part of the overall plan for flood control and other purposes in the Sacramento River basin.

Authorization for the project provides for the construction of an earth-fill dam, with a maximum height of 138 feet, to create a reservoir

with a gross storage capacity of 160,000 acre-feet. Total cost of the project is estimated at $17 million, of which construction would cost an estimated 16,084,000 and lands, damages, and relocation $916,000.

Black Butte project will provide grievously needed protection from floods to the California towns of Orland and Hamilton City, to a transcontinental highway, a transcontinental railroad, to important food-processing plants, and to about 35,000 acres of agricultural lands lying along the lower reaches of Stony Creek, west of the Sacramento River.

Additionally, it will provide 60,000 acre-feet of new water annually for irrigation.

Black Butte Dam and Reservoir were approved and construction authorized nearly 15 years ago. Up to date, a total of $421,000 has been appropriated by the Congress for its construction. Of this amount, $125,000 was appropriiated last year, following the high floods of December 1955, when more than 35,000 second-feet of water roared down Stony Creek and into the Sacramento River, causing great destruction to crops and land and threatening the town of Orland with inundation.

In 1940 this same rampaging Stony Creek really flooded Orland, a town of nearly 6,000 population. Water to the depth of 3 feet blanketed the city, resulting in great destruction and hardship.

Conditions along the creek are far worse today than ever before. This, in the main, is due to the growth of large areas of brush and trees in the bed of the stream, which could result in the creek changing its course under pressure of another flood, and cutting right through the town of Orland. This threat is pointed up by the statement of geologists that many years ago the channel of the river ran through the town.

The Corps of Engineers currently has completed approximately 50 percent of the planning work on Black Butte project, which has a benefit-cost ratio of 2 to 1.

In view of this background, and because of the truly great need of the people of Glenn County, Calif., for this essential dam and reservoir, I ask your approval of the full $179,000 requested by the Corps of Engineers.

AMERICAN RIVER LEVEES

Mr. Moss. Mr. Chairman and gentlemen of the committee, on the average of once every 3 years the waters of the American River have in the past surged over the banks of that stream near Sacramento, Calif., causing heavy flood damage. The population of this area, which I have the honor to represent, is increasing with great rapidity. Naturally, as more people take up residence in the area, the flood damage tends to increase.

The 83d Congress recognized this situation by authorizing construction of a 7-mile-long levee project upstream from Sacramento. The cost of this work currently is estimated at $2,440,000.

I am appearing before this committee to urge approval of an appropriation of $1,900,000 for fiscal year 1958. This amount of money would complete the American River levee system.

The December 1955 floods in this area of Sacramento County emphasized the urgent need for immediate construction of these levees. Only the fortunate circumstances that the recently completed Folsom Dam and Reservoir had not been in operation for sufficient time

to have stored normal quantities of water made it possible for the Corps of Engineers to regulate 200,000 second-feet peak inflow into a manageable 70,000 second-feet flow downstream, the normal channel capacity.

Actually, scheduled flood releases of 115,000 second-feet during and after floods such as those of 1955 would inundate the area adjoining the American River. The 7 miles of levees authorized by Congress and now under construction would provide for protection of this acreage, estimated at about 2,200 acres of highly developed urban land and rich agricultural areas.

Up to now, the Federal Government has expended $540,000 on the American River levees. Completion of the project, as I have stated, waits only on the appropriations in this year's budget.

The American River levees are, in effect, the final job which will make the Folsom Dam and Reservoir fully operative. The quicker it is built the more the benefits of this flood-control work can accrue to the people in this area.

The average annual loss from floods on the American River in this area in the past has been in excess of $1 million. This is a fantastic price to pay for the lack of a short levee. I urge your approval of the final appropriations of this necessary project.

(The resolution follows:)

RESOLUTION 16,898

Whereas an appropriation item is included in the proposed budget now before Congress for the completion of the construction of the north levee of the American River in the county of Sacramento, State of California; and

Whereas the amount included in the budget will insure completion of the project; and

Whereas completion of the project is vital to the economic welfare of the county of Sacramento, and will protect large agricultural and residential areas from becoming inundated by the floodwaters of the American River: Now, therefore, be it

Resolved, That the Board of Supervisors of the County of Sacramento, State of California, requests the Congress to appropriate sufficient funds to complete the said project; be it further

Resolved, That copies of this resolution be sent to the Director, Bureau of the Budget, Percival Brundage; Chief of Engineers, Maj. Gen. E. C. Itschener; Senator William F. Knowland; Senator Thomas H. Kuchel; Congressman John E. Moss, Jr., and Congressman Clair Engle.

Passed and adopted by the Board of Supervisors of the County of Sacramento, State of California, this 15th day of May 1957, by the following vote, to-wit:

Ayes: Supervisors, Bonetti, Garlick, Hoffman, Kelley, Elmer.

Noes: Supervisors, none.

Absent: Supervisors, none.

FRANK R. ELMER,
Chairman of the Board of Supervisors of Sacramento County, Calif.

Attest:

C. C. LA RUE, *County Clerk.*
By WM. H. DICK, *Deputy.*

FRIDAY, MAY 17, 1957.

WASHINGTON STATE PROJECTS

WITNESSES

HON. DON MAGNUSON, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF WASHINGTON
CHARLES F. BAKER, WALLA WALLA, WASH.
HERBERT G. WEST, WALLA WALLA, WASH.
GEORGE CALDWELL, VANCOUVER, WASH.
HERBERT G. WEST, JR., WALLA WALLA, WASH.

Mr. CANNON. Mr. Magnuson?

Mr. MAGNUSON. Mr. Chairman, I have some folks here from my home State and I would like to introduce them at this time. They are all very good friends of mine: Mr. Charles Baker, of Walla Walla, Wash., president of the Inland Empire Waterways Association; Mr. Herb West, executive vice president of the Inland Empire Waterways Association; Mr. George Cadwell, member of the Port Commission of the city of Vancouver, Wash., and with him is Herb West, Jr., who is presently in the service of Uncle Sam.

I believe Mr. Baker is the first witness, Mr. Chairman.

Mr. CANNON. Mr. Baker.

Mr. BAKER. Mr. Chairman and members of the committee——

Mr. CANNON. I will say to you gentlemen you are very fortunate in having as your advocate here Mr. Magnuson, a member of this committee and of this subcommittee.

STATEMENT OF CHARLES F. BAKER

Mr. BAKER. Mr. Chairman, my name is Charles F. Baker. I am president of the Inland Empire Waterways Association, which is supported by practically every type of citizen and group we have in the Pacific Northwest.

I am also the general manager of a Pacific supply cooperative, a very large farm supply marketing cooperative in the 3 Northwest States, serving some 70,000 farmers.

I have a prepared statement here which I would like to file with the committee, with oral observations, if I may.

Mr. CANNON. It will be included in the record.

(Mr. Baker's prepared statement follows:)

Hon. CLARENCE CANNON,
Chairman, Subcommittee on Public Works,
Committee on Appropriations,
House of Representatives, Washington 25, D. C.

DEAR CONGRESSMAN CANNON: My name is Charles F. Baker. I am president of the Inland Empire Waterways Association whose main offices and headquarters are located in Walla Walla, Wash. Inland Empire Waterways Association has as its membership a broad cross-section of the citizenship in the territory of Oregon, Washington, and northern Idaho, adjacent to the Columbia and Snake Rivers—including farm organizations, individuals, port districts, county courts, chambers of commerce, public and private power agencies, farm cooperatives, and labor groups in the area above named. I am also secretary and general manager of Pacific Supply Cooperative, a large

wholesale farm supply and marketing cooperative serving 70,000 farm members in Oregon, Washington, and Idaho.

It has been my privilege to appear before your committee on many occasions in the past several years for the purpose of bringing to you factual information with respect to the water resources development of the Columbia and Snake Rivers, and to inform you on behalf of the people of the area, the very strong support which they are giving and have been giving to this important program.

In my presentation today, there are four points which I should like to make:

(1) The need for adequate appropriations to keep existing projects on schedule.

(2) The advantages to be gained from completion of a channel 27 feet deep and 300 feet wide from Vancouver, Wash. to The Dalles, Oreg.

(3) The importance of securing initial construction funds for John Day lock and dam.

(4) The importance of adequate planning funds for Lower Monumental, Little Goose and Lower Granite Dams.

Presently, there are five dams on the Columbia River system under construction. Our association strongly supports the Bureau of the Budget construction recommendations pertaining to the civil functions of the Corps of Engineers, United States Army, for construction funds on the Columbia and Snake River system which we believe to be the minimum that should be made available. These recommendations include the following:

Chief Joseph Dam	$4,800,000
The Dalles lock and dam	19,000,000
Ice Harbor lock and dam	18,500,000
Hills Creek Reservoir	4,800,000
Cougar Reservoir	6,570,000

I understand the Corps of Engineers, United States Army, estimate presently they can economically use $25 million in the present 1958 fiscal year for the construction of Ice Harbor lock and dam on the Snake River, and we would strongly urge that $25 million be the minimum amount the committee should consider for this project at this time.

The real importance of keeping the program moving forward rapidly with additional funds for dams presently under construction is indicated by the growing need for additional low-cost power for industrial development in the Pacific Northwest. Low-cost power is our major source of energy and we must have industrial development and expansion to furnish jobs for the people of our area. Of particular importance, it seems to us, in connection with these projects, is recognition of the fact that the power revenues from the dams presently completed and those under construction, will repay the Federal Government the entire investment costs in 50 years, plus 3 percent interest on the investment.

Thus it is not waste of public funds, but rather a sound investment which will return many dividends to the citizens of this country. Moreover it is highly important that each dam be completed as rapidly as possible in order that power revenues may start repaying the capital costs with 3 percent interest at the earliest possible date.

The second point which I want to emphasize is the immediate need of the 27-foot channel from Vancouver, Wash. to The Dalles, Oreg. on the Columbia River to a width of 300 feet. Industrial development now taking place upstream together with the use of the river in the immediate future, in our opinion, makes it highly important that funds be made available to bring the channel to the 27-foot depth as early as possible.

We are advised that $2,500,000 can be economically used by the Corps of Engineers during the fiscal year of 1958 in the completion of the 27-foot channel from Vancouver to Booneville Dam. Because of its importance to the immediate growth in industrial development in the area, we urge an appropriation of $2,500,000 be made available for this work.

The John Day lock and dam.—As members of this committee, you no doubt are aware our association has testified before your committee for the past 2 years urging funds for expediting the planning of the John Day lock and dam on the Columbia River. We feel that this last link in bringing slack water navigation to the heart of the Inland Empire at Pasco, Kennewick and Walla Walla on the Columbia and Snake Rivers is highly important.

Its construction will make it possible to bring oceangoing barges to the heart of a great agricultural area and will be of great importance in helping to reduce transportation rates on the products of the farms of the area as they

move to the markets of the world. In this connection, it is worthwhile to note that transportation costs on the farm products of the Pacific Northwest, as they move to market, have been a very great handicap. It has become increasingly so during the last 10 years with constant increases in rail freight rates which have brought the present level to approximately 100 percent above the existing rates in 1946. The completion of John Day Dam will make the Columbia River a highly competitive artery of commerce, and make possible substantial reductions in transportation costs for the farmers of the area. The savings in transportation alone, in our opinion, well justifies the construction of the dam, to say nothing of the great value of added hydroelectric power, and its rapid repayment of the capital costs to the Government, plus 3 percent interest.

Some 560,000 kilowatts of prime power, with an installed capacity of more than 1,100,000 kilowatts will result with the construction of the John Day Dam, together with some 500,000 acre-feet of storage, of which we presently have all too little on the Columbia and Snake Rivers.

We have been advised that planning will be sufficiently advanced by June 30 to justify initial construction funds for this dam during the fiscal year of 1958, and commencing on July 1, 1957. Also, we are advised that the Corps of Engineers, United States Army, can efficiently use an appropriation of $8 million at that time to initiate construction of John Day Dam.

It would seem to us that closing the last link in slack water navigation as represented on the Columbia River by the John Day Dam is highly important to the economy of the region and ought to be constructed as rapidly as possible.

We do, therefore, respectfully urge an appropriation of $8 million to start construction of the John Day Dam during the fiscal year of 1958.

Planning funds for lower Monumental, Little Goose, and lower Granite Dams.—More than 10 years have elapsed since four dams on the Snake River from the mouth of the Snake to Lewiston, Idaho, were authorized by the Congress of the United States. Ice Harbor Dam, as you are aware, is presently under construction, and it seems highly important that the planning for the three additional dams proceed simultaneously inasmuch as they are very similar in design and pattern, and it would appear that substantial savings could be effected if the planning were done simultaneously. Only after the John Day Dam on the Columbia, and the four dams on the Snake River are completed, can we obtain the maximum benefits navigationwise, for this will mean maximum river development from the standpoint of transportation in the area, recognizing again also the power from these added dams will add greatly to the industrial requirements of the area as well as to provide that very important medium of rapid repayment of capital costs to the Federal Government plus 3 percent interest thereon.

We are told from dependable sources that $1,125,000 could be effectively used in the fiscal year of 1958 for planning these three projects on the lower Snake River, with an added amount being needed in the following year to bring the program along rapidly. With these funds available to complete the planning, all three dams could be built simultaneously and thus make possible maximum transportation savings to this region at an early date.

The Inland Empire Waterways Association, for these reasons, strongly urges an appropriation of $1,250,000 for planning funds for Lower Monumental, Little Goose, and Lower Granite Dams.

In conclusion, I desire to point our the great progress during the last 20 years which the Congress of the United States has made possible in the water-resources development of the Columbia and Snake Rivers by the many large projects already completed or under construction. This program is of tremendous importance not only to the Pacific Northwest but to the entire Nation. It has been and can continue to be of great importance to our national defense. Probably no area of America offers such great opportunity as does the maximum water-resources development program of the Columbia and Snake Rivers. It means great quantities of low cost hydroelectric power which in 50 years returns to the Federal Government all capital costs plus 3 percent interest—it means new jobs and industries for our people—it means substantial reductions in transportation costs on products from the farms moving out of the area (one of the great handicaps for many years to our farm people)—it means new reclamation projects—it means control of the flood waters that annually do millions of dollars of damage.

For these reasons, we respectfully and strongly urge your continued sympathetic understanding and support of this great program such as you have given in past years. It is a program which has almost the complete support of all

of the citizens of our great Pacific Northwest. We again urge your committee to continue to give these appropriations the constructive consideration and sympathetic understanding which you have heretofore done on many occasions.

Respectfully submitted.

INLAND EMPIRE WATERWAYS ASSOCIATION,
CHAS. BAKER, *President.*

Mr. BAKER. First, we support the Bureau of the Budget's recommendations with respect to maintenance on the Columbia River development program, the funds for the five dams that are presently under construction and planning funds, looking toward the future dams.

ICE HARBOR DAM

I want to speak specifically on Ice Harbor Dam, which we are advised by the Corps of Engineers they can use $25 million this coming year in the construction of that dam, rather than the $18.5 million prepared by the Bureau of the Budget.

Mr. CANNON. May I interrupt you there off the record?

(Discussion off the record.)

Mr. CANNON. You may proceed.

Mr. BAKER. We believe as rapidly as we could complete these dams and get power installed and start earning money it is good business, rather than string them out a long time. While the dams are not producing revenue, if they can utilize added funds and complete construction more readily and get them earning an income, we think that is good business from the standpoint of the taxpayers and everybody.

The power incomes from these great dams on the Columbia and Snake Rivers in 50 years pay everything back to the Federal Government, including 3 percent interest on the investments. We think it is a splendid investment from that standpoint, and we ought to complete them as soon as possible.

Mr. CANNON. There are no gratuities whatever. This is handled in a businesslike manner and the Government will get back its money with interest on its investment.

Mr. BAKER. That is right. We think the record demonstrates that conclusively.

JOHN DAY DAM

The second point is the John Day Dam, which is the last dam between Astoria, on the Pacific Ocean, that will give us slack water navigation from that point into Pasco and Kennewick, Wash., in the heart of a very rich agricultural area. All other dams providing slack-water navigation have been completed or are in the process of being completed.

It would seem that the John Day Dam, for which planning funds were made available last year, and which have progressed to the point where it can be put immediately into construction, we feel it ought to be started. The engineers say they can use $8 million this year. That length, giving slack water into the interior, is 350 miles.

Mr. CANNON. Off the record.

(Discussion off the record.)

Mr. CANNON. On the record. Proceed, Mr. Baker.

Mr. BAKER. We think this is good business. It links up the last link, and from a navigation standpoint, into the interior 350 miles. As you probably know, our farmers in the Pacific Northwest in par-

ticular have a real problem of transportation rates, railroad rates particularly on grain, for example, in the interior, going up since 1946 aproximately 92 percent.

In the lower reach of the river, where it is canalized, they are lower than in 1933. That is what competition does. We think in this last link, to give us ocean-barge navigation into the interior, the navigation benefits alone are tremendous to say nothing of power revenues.

It is one of the big dams. It is 560 kilowatts of prime power and better than a million of installed power.

I think with those brief oral statements, and the filing of my statement, that completes it.

Mr. CANNON. Thank you very much.

Congressman Magnuson?

Mr. MAGNUSON. Mr. West, I believe, will conclude this presentation, Mr. Chairman.

STATEMENT OF HERBERT G. WEST

Mr. WEST. Thank you, Mr. Chairman. My name is Herbert G. West. I am executive vice president of the Inland Empire Waterways Association, from Walla Walla, Wash.

I want to touch on a couple of our problems out there. One is the planning funds recommended by the Bureau of the Budget for the initial planning on the lower monumental project. That is the second dam that will come upstream from Ice Harbor on the Snake River.

We want to ask consideration of this committee to increase that amount to $930,000, which the Corps of Engineers say that they can effectively use this year, and the reason for that is that involved in the Lower Monumental Pool is a railroad, the Camas Prairie Railroad, that extends through all of the other pools, going into Lewiston, Idaho. The planning should be done at one time in order to effect a substantial savings later when the actual relocation takes place.

Another reason for that at this time, very important to our local communities, is that the last dam going into Lewiston, there was a question in the Corps' mind whether that should be a higher dam than first contemplated or not.

If it is the higher dam, then the city of Lewiston, Idaho, the city of Clarkston, Idaho, will have to live behind dikes. On that there will be considerable of municipal planning, as well as the county planning and State planning, if that takes place.

The other item is the 27-foot channel, which is not contained in the budget. The 74th Congress authorized a 27-foot channel from Vancouver, Wash., to The Dalles, Oreg.

Prior to World War II we dredged about 80 percent of that to the actual 27 feet. Then, during the World War II, subsequently Korea, that was allowed to fill in, and now we have a 15-foot channel in there.

Today we are bringing in ocean-going barges from California and anhydrous ammonia, cement from the Northwest, and have to transfer out of the ocean-going barges into river barges in order to proceed on upstream. Likewise, the contemplation of that, Mr. Chairman, was the industrial development in that area, and bringing possible ocean-going vessels through the Cascade Range into The Dalles, Oreg.

We have started now in an industrial manner there. A major aluminum plant is locating in the area; very important to our wheat disposal program out there, because the Oregon people are selling a consideable amount of wheat into Japan, and the alumina for this aluminum plant will be coming from Japan.

I do believe that that is rightfully classified as a deferred maintenance project, because we had it practically 80 percent at one time and then allowed the silt to build up. I would like to call this to your attention, in order that you might have the opportunity to look through some of the exhibits we have prepared here.

Exhibit No. 2 of this map you will note is as of March 2, 1957. The erroneous and loose charges that the Congress of the United States is developing only a Federal program in the Pacific Northwest is very successfuly refuted here. We have, it is estimated, some 485 power sites in the Columbia River system, in the basin, of which we want from Federal standpoint, and the only contemplation is 27 dams, to give us the flood control extension of navigation that is necessary.

This gives you a good, clear picture of the Federal projects constructed, underway, and of the non-Federal, so I think the justification for this is very worthwhile.

I know that you have this report, but we have brought it down in a very concise form. Mr. Cannon touched on it a few minutes ago. As of June 30, 1956, our gross capital investment of Federal funds in the Northwest was $1,569 million. We have repaid $202 million of that in capital money. At the same time, we have paid back 3 percent interest, amounting to $137 million, or a payback of approximately $449 million, or almost one-third.

Bonneville Dam, and many of you were here when that started, today is 41.22 percent paid out; Columbia Basin, 25.11; Bonneville Power, 25.14.

Mr. CANNON. Have there been any instances of default?

Mr. WEST. No, sir. We have a surplus fund in excess of the schedule demanded by law of $77 million, so it is not subsidized power, as some statements were very recently made. It is a good investment, 3 percent, on schedule, 11 years ahead of schedule, with $77 million in the bank.

Another exhibit that I would like to call to your attention: We take very seriously the charge made by the Congress and the corps that on Federal funds expended in the Northwest, we shall do everything on a local government level to make those investments sound.

This map, which is exhibit No. 6 in your file, will show you that we have now 21 port districts operating from the mouth of the Columbia River to the confluence of the Columbia and Snake Rivers. That represents slightly over $1 billion in assessed valuation.

We have now under contemplation by counties an additional nine, running on the Columbia River to Wenatchee, Wash., on the Snake River, down to Lewiston, Idaho. We are spending our money out there in conjunction with the Federal extension of flood control and of navigation, and a power development, to make certain that the United States is getting its full value of every dollar that we are expending in the Pacific Northwest.

I would like, in closing, Mr. Chairman, if I might—I have about 10 letters here of firms from the Pacific Northwest PUD's, ports, and industries, in full support of this program that we have presented

to you today. If they could be included in the record at this point——

Mr. CANNON. We will include them in the record at this point.

(Mr. West's prepared statement and letters follow:)

STATEMENT OF HERBERT G. WEST, EXECUTIVE VICE PRESIDENT, INLAND EMPIRE WATERWAYS ASSOCIATION

Hon. CLARENCE CANNON,
Chairman, Subcommittee on Public Works, Committee on Appropriations, House of Representatives, Washington, D. C.

DEAR CONGRESSMAN CANNON: My name is Herbert G. West, executive vice president of the Inland Empire Waterways Association, the main offices and headquarters of which are located in Walla Walla, Wash. Ours is an organization composed of farmers, farm cooperatives, businessmen, industry, chambers of commerce, public and private power organizations, labor groups, port districts, and county and city governments, embracing a membership of approximately 100,000 people representative of all the territory in Oregon, Washington, and northern Idaho, contiguous to the Columbia and Snake Rivers.

It has been my privilege to appear before Subcommittees on Public Works Appropriations of the House of Representatives during the past 23 years, calling to the attention of the committee the need for expanded development in the Columbia River system to take care of the impact of growing population and of our national security. Members of this committee are well acquainted with the program of the Columbia River system and I am certain have reached the same conclusions as the people in the Northwest—that a comprehensive plan for the development as proposed and outlined in the "308" review report is vitally necessary and the only type of development program that is economically sound, because each dam in the system under that report is related to the others and maximum benefits depend on the proper tie-in of each and every project.

For your information, in your folders you will find a map entitled "Hydroelectric Projects of the Pacific Northwest," prepared by Bonneville Power Administration, which clearly and concisely displays the Columbia-Snake River power system and the importance of one project to another (exhibit II).

Today, I would like to present my testimony in four parts as follows:

1. The need for sufficient appropriations to keep existing projects on schedule.
2. Benefits to be derived from the completion of a channel 27 feet deep by 300 feet wide from Vancouver, Wash., to The Dalles, Oreg. (Columbia River, Oregon-Washington-Idaho).
3. The necessity of securing initial construction funds for John Day lock and dam (Columbia River, Oregon-Washington-Idaho).
4. Benefits to be received from adequate planning funds for Lower Monumental, Little Goose, and Lower Granite Dams in one package (Snake River, Oregon-Washington-Idaho).

Existing projects.—Construction underway in the United States Columbia River power system will provide 2,299,250 kilowatts of additional capacity when fully installed by December 1961. Other utilities of the region have 4,147,400 kilowatts under construction or licensed for construction before 1965. These installations, together with the 8,445,730 kilowatts existing in 1956, total 14,892,380 kilowatts. In spite of this seemingly tremendous total of kilowatts soon to be available to the Pacific Northwest, the Bonneville Power Administration reports that power loads are growing in this area at such a rapid rate that all of this generation will be absorbed and additional power resources will be required by 1964–65. Even if all of the hydroelectric projects which are under active consideration or construction proceed on schedule, the region will have to look to new sources of electric power in the years beyond the coming 10-year period.

Surely, we cannot afford to delay construction schedules of any existing projects, for any such delay could easily mean disaster to the people of the Pacific Northwest and to the Nation. With present requirements and future estimated requirements, due to growth of population eating up all presently available and proposed kilowatts, any future industrial development in this great area is hopeless. Without such industrial expansion, the people of the Pacific Northwest cannot hope to survive, for we are experiencing such a growth in population that industry must increase to provide jobs for all of our people. In addition

to this need of continued low-cost power for industrial expansion, it is imperative that power needs in connection with our national defense program be met.

With this situation in mind, this association fully supports the Bureau of the Budget construction recommendations pertaining to the civil functions of the Corps of Engineers, United States Army, as an absolute minimum for the Columbia and Snake River system in the Pacific Northwest.

Specifically, these recommendations include the following:

Chief Joseph Dam	$4,800,000
The Dalles lock and dam	19,000,000
Ice Harbor lock and dam	18,500,000
Hills Creek Reservoir	4,800,000
Cougar Reservoir	6,570,000

It is our understanding that the Corps of Engineers, United States Army, currently estimate they could economically use $25 million for 1958 fiscal year in the construction of Ice Harbor lock and dam on the Snake River. We, therefore, recommend $25 million as the minimum that should be considered by this committee for this project. The 540,000 kilowatts which Ice Harbor would add ultimately to the Northwest power grid is urgently needed and should not be delayed by lack of funds to keep this project on schedule.

It is also our understanding that the Corps of Engineers, United States Army, could economically use $930,000 during fiscal year 1958 in planning funds for Lower Monumental lock and dam and $500,000 during fiscal year 1958 in planning funds for Green Peter Reservoir. These two projects are also of great importance to the Pacific Northwest, and this association, therefore, would like to go on record in complete support of these planning funds.

Channel improvement from Vancouver, Wash., to The Dalles, Oreg.—A 27-foot channel by 300 feet wide from Vancouver, Wash., to Bonneville, Oreg., and on from Bonneville to The Dalles, Oreg., was authorized in House Document No. 94, 74th Congress, 2d session, and in House Document No. 704, 79th Congress, 2d session.

With the exception of rock reef removal at two locations, the first step of this channel improvement—from Vancouver, Wash., to Bonneville, Oreg.— was substantially completed to project depth prior to World War II. As we all well know, all projects that did not have a direct bearing on our war effort in World War II were deferred until later; and, as a result, the channel from Vancouver, Wash., to Bonneville, Oreg., has been maintained since that time to a depth of only 15 feet.

The construction of a channel 27 feet deep by 300 feet wide from Bonneville Oreg., to The Dalles, Oreg., would consist of channel rectification and improvement of channel alinement. The controlling depth within Bonneville Pool presently is about 20 feet. The authorization permits obtaining project depth plus eliminating navigation hazards.

These two projects were favorably recommended on a benefit-to-cost ratio and the original justification for their completion was that they would provide a ship channel permitting oceangoing vessels to proceed without hazard up to The Dalles, Oreg. In order to accomplish this, a third step would be necessary, that of modification of the locks at Bonneville Dam. It is our understanding, however, that the present plan of the Corps of Engineers is to include recommendation of such modification in its forthcoming review of the "308" review report which is now nearing completion.

It is also our understanding that funds in the amount of $2,500,000 can be used economically and effectively during fiscal year 1958 by the Corps of Engineers in completion of the 27-foot channel from Vancouver, Wash., to Bonneville Dam.

This work is urgently needed and an appropriation of $2,500,000 is hereby requested so that the project may be initiated at the start of fiscal year 1958, commencing on July 1, 1957. Completion of this channel is especially necessary in view of present industrial development in that reach of the river. It would also, undoubtedly, lead to future industrial development in the area which is so important to the economy of the Pacific Northwest.

John Day lock and dam.—As the members of this committee will recall, the Inland Empire Waterways Association has testified before you for the past 2 years in support of securing funds for the expediting of the planning of the John Day lock and dam on the Columbia River. We feel very strongly that this missing link in the realization of slack-water navigation to the confluence of the Columbia and Snake Rivers at Pasco-Kennewick-Walla Walla,

Wash., should be completed at the earliest possible date. Now that the Dalles lock and dam is open to navigation, John Day lock and dam becomes even more important to the economy of the inland empire for it will complete the necessary facilities for oceangoing barging to the heart of the Pacific Northwest.

In addition to the benefits to be derived navigationwise, John Day lock and dam would develop 560,000 kilowatts of prime power and would have an installed capacity of 1, 105,000 kilowatts. This project also will provide 500,000 acre-feet of storage capacity which is so urgently needed as an integrated part of our program.

It is our understanding that planning will be sufficiently completed by June 30, 1957, to justify initial construction funds for this project during fiscal year 1958, commencing on July 1, 1957. It is also our understanding that the Corps of Engineers, United States Army, could economically use an appropriation of $8 million at that time to initiate construction of John Day lock and dam.

There is no reason, therefore, to delay the start of this project which could now be pushed expeditiously through to completion.

As it has been pointed out to this committee on many occasions, money appropriated by the Congress for construction of multiple-purpose projects is only borrowed from the Federal Treasury—for the record shows that a minimum of 80 percent of such funds so appropriated are repaid within a 50-year amortization period—with 3 percent interest. Within the lifetime of such projects, the record shows that the entire amount appropriated will be repaid—also at 3 percent interest. Thus, such an appropriation is representative of a sound, economic investment for the Federal Government (exhibit III).

This association does at this time therefore respectfully request the appropriation of $8 million to initiate construction of John Day lock and dam during fiscal year 1958.

Planning funds for lower Monumental, Little Goose, and lower Granite Dams.—After many years of testimony, sifting of facts, and much study, the first in a series of the four-dam plan on the lower Snake River—Ice Harbor lock and dam—is finally underway. As noted heretofore in this statement, an appropriation of $18,500,000 was recommended by the Bureau of the Budget for construction funds during fiscal year 1958; however, the Corps of Engineers report they can economically and efficiently use $25 million during this year. The cofferdam has been completed and the first concrete will be poured on June 1, 1957.

This is truly an important factor to the economy of the inland empire for it marks the opening of the Snake River to future navigation and begins the power development which will accrue from the four-dam plan. However, full development of this important waterway—both navigationwise and powerwise—cannot be realized without proper and orderly procedure in the remainder of the authorized plan.

Public Law 14, 79th Congress, 1st session, authorized these projects with the following language: "Snake River, Oreg., Wash., and Idaho: The construction of such dams as are necessary and open channel improvement for purposes of providing slack-water navigation and irrigation in accordance with the plan submitted in House Document No. 704, 75th Congress." Subsequently, following extensive engineering studies, a four-dam plan was adopted as the most economical and feasible development program of the lower Snake River.

In the program adopted by this association at our last annual meeting, planning funds for lower Monumental Dam were asked for in fiscal year 1958; and for Little Goose and lower Granite Dams in 1959 (exhibit I). However, subsequent to that action, and upon further study, our board of directors passed a resolution calling for the designing and planning of the 3 remaining dams of the 4-dam plan concurrently. This program is entirely feasible and most economical for, due to the similarity of the design pattern of the three dams, they could be planned and constructed concurrently with economic value to the area and savings to the Nation as a whole.

The need for early navigation on this reach of the Snake River is of ever growing importance to the people of the Pacific Northwest. In addition to the navigation benefits accruing from these projects alone, 65 percent of the benefits attributed to such projects as Bonneville lock and dam, The Dalles lock and dam and McNary lock and dam are dependent upon the navigation and power development of the Snake River.

The completion of such a navigation program would tend greatly to secure lower freight rates into the interior, bringing savings in the amount of several millions of dollars to our people annually (exhibit IV). We all know that high freight rates are cripping our economy and making it impossible for our farmers

to compete in world markets. Therefore, any plan that could economically bring navigation to this area at an early date would seem entirely justified to this association.

I would like to touch briefly on the navigation story which is a very imposing and interesting one. From the year 1938, when Bonneville lock was first opened for navigation, we have shown a steady increase in use of barge transportation. This has been aided by very substantial investment of local funds as represented by our 21 port districts located on the Columbia River from its mouth to the confluence of the Columbia and Snake rivers at Pasco-Kennewick-Walla Wala, Wash. These port districts represent an area in excess of 11,173 square miles and an investment of public funds in the amount of $1,163 million to provide navigation facilities in conjunction with joint rail and water and joint truck and water services (exhibit V).

Since the start of Ice Harbor lock and dam and the actual realization of navigation on the Snake River has become apparent, nine additional communities have laid plans for the formation of port districts. Meetings have been held, information gathered, and, in fact, definite plans are going forward for special elections, etc., to bring them into actual being. I would respectfully refer you to exhibit VI on which the 21 port districts now in operation are shown in red and on which have been circled in blue the nine additional communities where plans for port districts are being formulated. This truly is evidence of the faith the people in the inland empire have in the continuation of our program of river development.

The same comments I have made regarding repayment of funds appropriated for such projects in my discussion of the John Day Dam hold true as regarding the lower Snake River projects—the appropriation of funds for these dams is a sound investment of Federal funds which will be repaid within the life of the projects with 3 percent interest.

We have been reliably informed that $1,125,000 could be used effectively in fiscal year 1958 for planning and designing of these three projects on the lower Snake River. Likewise, we have been advised that the work could proceed on an orderly basis if the same amount would be provided the following year, fiscal 1959. This appropriation would make possible the early construction of the 3 projects at 1 time and alleviate the long and expensive waiting period necessary for individual construction. The Inland Empire Waterways Association, therefore, respectfully and urgently requests the appropiration of $1,125,000 for funds for planning and design for lower Monumental, Little Goose, and lower Granite dams.

In summing up this program, I would like once again to point out that water resource development embracing power, flood control, irrigation and reclamation, and navigation is truly a program national in scope. It is of tremendous importance to the whole of the Nation, but proper development of our water resources is especially important to the Pacific Northwest. Power for industry—water for reclamation of our idle lands—control of our water to prevent disastrous floods—and extension of low-cost water transportation to reduce effectively our high-cost land freight-rate structure—all depend on orderly development of our vast waterway system.

The importance of the Columbia-Snake River system to the entire Pacific Northwest is clearly indicated on the enclosed landform map (exhibit VII), which so graphically shows that the only water level entranceway into our area is this river system. As you will note, we are completely surrounded by mountains which serve to isolate us transportationwise from the rest of the United States.

We do believe that the program as outlined herein for fiscal year 1958 is a sound and economic plan, assuring continued benefits for the present and future welfare, security and prosperity of our Nation.

Together with this testimony, and for inclusion in the record, I am submitting an impressive group of supporting statements showing the unanimity of opinion in the Pacific Northwest regarding this program. I would like to call your attention to one point in these supporting letters. The figure $5 million is used in connection with John Day lock and dam. At the time these letters were written, it was our understanding that $5 million was the amount that could be used effectively for fiscal year 1958. However, subsequent to that time and after additional study, it is now indicated that $8 million would be a more accurate figure for first construction plans. By appropriate action, our board of directors has adopted the $8 million figure and I know this amount would

have the complete support of all those organizations represented in the accompanying testimony.

This association sincerely appreciates your past sympathetic understanding of our water resources problem in the Pacific Northwest and your support of appropriations so urgently needed to carry out this program. We sincerely solicit your continued understanding and support of our request for appropriations as noted herein.

Respectfully submitted.

HERBERT G. WEST,
Executive Vice President.

EXHIBIT I

RESOLUTIONS ADOPTED BY THE INLAND EMPIRE WATERWAYS ASSOCIATION AT THE 23D ANNUAL CONVENTION

November 26–27, 1956, Yakima, Wash.

RESOLUTIONS

The following resolutions were unanimously adopted by delegates to the 23d annual convention of the Inland Empire Waterways Association in regular meeting on November 27, 1956, at Yakima, Wash.:

GENERAL RESOLUTIONS

Nos. 1 (a) through 1 (r)

These resolutions extended thanks and appreciation to certain officers and personnel of the Corps of Engineers, Bonneville Power Administration, Bureau of Reclamation, Senators and Congressmen from the Pacific Northwest, newspaper editors and radio and television stations, and speakers at the annual convention for courtesies, cooperation, and assistance to the Inland Empire Waterways Association.

308 REVIEW REPORT

No. 2

In 1943, the Inland Empire Waterways Association urged the adoption of a resolution by the Committee on Commerce of the United States Senate to order a review of all reports and surveys of the Corps of Engineers with a view toward formulating a definite development program embracing the Columbia River system as a future guide for the region. In 1955, the association urged adoption of a resolution by the Committee on Public Works of the United States Senate to review the report on the Columbia River and tributaries, published as House Document No. 531, 81st Congress, 2d session, and other reports. The determination of the advisability of modifying the existing projects embodying present requirements of flood control including Canadian flood storage; the present needs of expanding navigation; and a restudy of hydroelectric power potentialities as part of a combined hydrothermal system is essential to a continued dynamic program of water resource development in the Columbia River watershed. The association reaffirmed its adoption of the comprehensive plan of the 308 review report as a guide, with such modification that from time to time good judgment and planning may dictate. The association further urged Congress to appropriate sufficient funds to complete at an early date the comprehensive resurvey now underway.

In 1943, the Senate Committee on Commerce adopted a resolution calling for a review of the original 308 reports. This review was transmitted to Congress on February 14, 1950. On July 28, 1955, the Senate Committee on Public Works directed the Board of Engineers for Rivers and Harbors to review House Document No. 531, and other reports. Recognizing the need for the present review study and the importance of its early completion, the association pledged to the Board of Engineers for Rivers and Harbors, through Brig. Gen. Louis H. Foote, North Pacific division engineer, sincere and full cooperation to the end that this review report will be comprehensive and expedited.

NATIONAL TRANSPORTATION POLICY

No. 4

During the 84th Congress, 1st session, S. 1920, Transportation Amendments Act of 1955, and its companion bill, H. R. 6141, were introduced in the United States Senate and House of Representatives. No action was taken on this legislation,

but undoubtedly similar legislation will be introduced into the 85th Congress. This legislation proposes a number of drastic changes, not in the general public interest or welfare encompassed in a sound national transportation system, such as:

A fundamental change in the national transportation policy wherein the present comprehensive rate regulation would be abandoned, the present suspension powers would be emasculated, the fourth section, commonly known as the long-and-short-haul clause would be repealed, the bulk commodity exemptions on waterways would be repealed, and the agricultural commodity exemptions would be amended.

The association reaffirmed support of the present national transportation policy and authorized the board of directors to take such action as they deem advisable to insure the preservation of effective, economical and efficient motor and water carrier competition with other modes of transportation.

USER CHARGES OR TOLLS

No. 5

National policy opposed to user charges or tolls on inland waterways dates from the first Congress of the United States, and the River and Harbor Act of 1909, which is still in force, prohibits tolls or operating charges to be levied upon or collected from any vessel, dredge, or other watercraft relating to work, use, and benefit of navigation. Our waterways system has grown up gradually over a period of more than 130 years with congressional approval, and on the assumption that use would be free. Imposition of tolls or user charges would destroy this system, along with public and private investments of great magnitude, constituting a strategic weakening of our Nation's defense and military effectiveness. The association reaffirmed opposition to any proposal of user charges or tolls on inland waterways and coastal harbors as uneconomic, injurious to our overall transportation pattern and not in the general public interest or welfare.

No. 12

The Association requested Congress to enact legislation designed to prevent continuation of present inequitable practices relating to tolls collected on commercial cargoes transiting the Panama Canal.

DESIGNATION OF RESPONSIBLE AGENCIES

No. 6

The association reaffirmed its position by urging Congress to: (1) specifically designate the Corps of Engineers to the responsibility of construction and planning of projects for flood control and/or navigation with power as an incidental purpose in designating the responsible agency, and (2) specifically designate the Bureau of Reclamation to the responsibility of construction and planning of projects for irrigation and reclamation with power as an incidental purpose in designating the responsible agency.

FISHERIES

No. 7

In 1947, a plan known as the lower Columbia River fisheries program was initiated and agreed upon. The association urged Congress to appropriate funds in sufficient amount to keep this program on schedule.

No. 8

The orderly, efficient and maximum development of the water resources of the Columbia River system requires the construction of dams and other engineering works which involve problems in the passage of salmon and steelhead trout in the Columbia River and its tributaries. A fisheries engineering research program is necessary to establish facts which are not now available as to the full extent of facilities needed to adequately and most economically provide for these anadromous fish runs in connection with the development of the water resources of the basin.

The Corps of Engineers has initiated such a fisheries engineering research program in cooperation with the fisheries agencies of Oregon, Washington, and Idaho and the United States Fish and Wildlife Service, to determine adequate and most economical means of providing for the fisheries resource.

The association reaffirmed endorsement of the program of fisheries engineering research initiated by the Corps of Engineers, pledged its full support of the

program, and urged appropriation of adequate funds to properly accomplish its purpose.

CONSTRUCTION APPROPRIATIONS

No. 9

The placing of power on the line on present schedules is important to the economic security of the Pacific Northwest and to national preparedness.

Therefore, the association requested Congress to appropriate for fiscal year 1958 sums as indicated for the following projects now under construction:

Project	Fund requirement, fiscal year 1958	Scheduled date for first power on line
Chief Joseph	$4,800,000	August 1955.
The Dalles	19,000,000	November 1957.
Cougar	7,000,000	November 1960.
Ice Harbor	19,000,000	December 1961.
Hills Creek	5,000,000	November 1961.
Eagle Gorge	8,000,000	

LIBBY DAM

No. 10

Flood control of the Columbia River system requires large additional storage and without substantial increased upstream storage the potential power output of the Columbia-Snake River system will be substantially reduced. The Libby Dam is one of the largest and most needed upstream storage projects authorized in the "308" Review Report. The association requested the International Joint Commission to expedite their action in reaching a decision regarding the project.

50–50 LEGISLATION

No. 11

The association urged Congress to retain in the Agricultural Trade Development and Assistance Act of 1954 (title I, Public Law 480, 83d Cong.) and the Butler-Tollefson Act (Public Law 664, 83d Cong.) the present policy of dividing equally between American- and foreign-flag vessels cargoes which are financed by American taxpayers' funds.

NAVIGATION FEATURES IN DAMS

No. 13

Since the north central part of Washington has no access to the lower Columbia by water and since extension of inland waterway navigation to this section of the Northwest is essential to a balanced program of water resource development, the association urged that any dams constructed between present navigation limits and north central Washington include the provision for navigation features at the time of their construction.

No. 22

The association recognized that provision for navigation locks and chambers in Priest Rapids and Wanapum Dams would materially aid the economic development of the Pacific Northwest and requested the Senate Public Works Committee to by resolution direct the Chief of Engineers to study and report regarding the construction of locks and chambers in these two projects.

COLUMBIA RIVER CHANNEL

No. 14

House Document No. 94, 74th Congress, 2d session, authorized a channel 27 feet deep by 300 feet wide from Vancouver, Wash., to Bonneville, Oreg., and House Document No. 704, 79th Congress, 2d session, authorized a channel 27 feet deep by 300 feet wide from Bonneville, Oreg., to The Dalles, Oreg.

In light of these authorizations, and because planned and projected industrial developments along these stretches of waterways will require deeper draft for cargo craft and will be of great and increasing economic benefit to the Pacific Northwest, the association requested Congress to appropriate such sums of money as are indicated and necessary to complete and maintain the channel from Vancouver, Wash., to The Dalles, Oreg., to authorized project depth and width.

No. 24

The inadequacy of the present Columbia River ship channel from the mouth to the ports of Portland, Oreg., and Longview and Vancouver, Wash., asserts an adverse and measurably detrimental effect upon the trade, commerce, and industry of the Pacific Northwest and the welfare of all Columbia River ports, as can be documented by the following proposition propounded by the local interests which supported and urged the enactment of this resolution:

"That the limitations of the movement of deep draft vessels and the limitations imposed upon the draft of such vessels restrict the receipt and shipment of cargo to and from Columbia River ports."

The Federal Government, recognizing that safe and unimpeded navigation of the Columbia River requires a more adequate channel, has increased the depth of the Columbia River Channel at the mouth from 42 feet to 48 feet.

Local interests supporting and urging enactment of this resolution are prepared to assist the Federal Government and the Corps of Engineers in every way to obtain a Columbia River ship channel adequate for the navigation of deep draft vessels. The association urged the House Committee on Public Works to request the Chief of Engineers to review and expeditiously report on the advisability of any modifications in existing reports from the mouth of the Columbia River to Portland, Oreg., and Longview and Vancouver, Wash. It further was resolved that the review requested be specifically directed to obtaining a channel of not less than 40 feet deep and 750 feet wide.

BONNEVILLE DAM LOCKS

No. 15

On May 12, 1950, the Senate Public Works Committee, by resolution, directed the Chief of Engineers to report on the need for modification of the navigation locks in Bonneville Dam. The association, recognizing that the need for modification is now essential and urgent requested the Corps of Engineers to finalize this report as expeditiously as possible.

BRIDGE CLEARANCES

No. 16

The Northern Pacific Railway Co.'s swing bridge across the Snake River between Pasco, Wash., and Burbank, Wash., was constructed in 1884 with a horizontal clearance of 153.75 feet, and the Union Pacific Railroad Co.'s swing bridge across the Columbia River near Finley, Wash., was constructed in 1912 with a horizontal clearance of 113.25 feet.

These bridges have for a considerable time and do presently constitute a serious hazard to present and potential successful and economical navigation of the Columbia and Snake Rivers through and above their respective locations. Inasmuch as the Walla Walla district engineer considered protests to the horizontal clearances of these bridges at public hearings during the past year, and since no decision has yet been handed down on the modification of them, the association urged an early favorable decision for adequate clearances at these bridges in the interest of navigation.

JOHN DAY DAM

No. 17

The John Day Dam was authorized in the Rivers and Harbors Act of 1950 to include provision for the use of 2 million acre-feet of surcharge storage between normal pool elevation 255 and elevation 292 feet, mean sea level, for the control of major floods along the Columbia River. The Senate Public Works Committee on April 22, 1953, adopted a resolution directing the Corps of Engineers to make investigations regarding the advisability of modifying the authorized plan for the John Day Dam; and, pursuant to congressional resolution adopted April 22, 1953, the Portland district engineer conducted a public hearing at Arlington, Oreg., on September 23, 1953.

The overwhelming public sentiment registered opposition to the then existing authorization of pool elevation 292 feet and recommended modification of pool elevation of about 265 feet. The district and division engineers, after exhaustive study and consideration, have recommended a favorable report for the modification of the original authorization to obtain approximately 500,000 acre-feet of storage in the interest of flood control and power generation.

Since the 84th Congress, 1st and 2d sessions, appropriated sufficient funds to complete planning and the location of John Day lock and dam, the association:

1. Fully endorsed the favorable recommendation for the modification of John Day Dam by the district engineer, the division engineer, and the Board of Engineers for Rivers and Harbors,

2. Urged Congress to take favorable action on recommendation for modification of John Day Dam.

3. Accepted the proposed location of John Day lock and dam at mile 215.5 approximately 2½ miles below the confluence of the John Day and Columbia Rivers.

The Association also urged Congress to appropriate not less than $5 million to initiate construction of John Day lock and dam during fiscal year 1958.

BRUCES EDDY PROJECT

No. 18

The Bruces Eddy project on the North Fork of the Clearwater River is a great natural location of a multiple-purpose hydroelectric dam installation. Annual flood damage of considerable proportions which exists on the Clearwater River would be reduced materially and major flood problems on the lower Columbia River would be importantly benefited by upstream storage provided by this project. Construction of Bruces Eddy Dam would provide at least 240,000 new kilowatts of electrical energy and storage releases from this project would increase the firm energy at downstream generating plants.

Its construction also would make more accessible the stands of timber and mineral deposits adjacent to the reservoir area, providing additional tonnage to be passed through the locks of lower Snake River and Columbia River projects.

At present the Pacific Northwest Power Co. has a preliminary permit under the FPC for development of this project. The Corps of Engineers have recommended that this project be adopted as part of the comprehensive plan for multiple-purpose control of water resources of the Columbia River Basin.

The association urgently requested Congress to pass the necessary legislation for the partnership development of Bruces Eddy project under FPC license or to authorize this project, and to provide immediate planning funds to bring the project to a construction stage.

MAINTENANCE OF WATERWAYS

No. 20

The association declared that federally improved harbors and waterways are not being maintained to authorized depths and widths. It recognized that adequate port and waterways facilities are indispensable to the economic welfare of the Nation and to the national defense; that the size of vessels being placed in service is increasing, requiring deeper and wider channels for efficient and safe navigation; that many breakwaters, jetties, and other harbor protective structures are in immediate need of repair and restoration; and the maintenance of shallow-draft harbors generally has been neglected in recent years due to insufficient appropriations for maintenance.

The association urged the responsible Federal agencies to request, and Congress to appropriate, adequate sums of money necessary to restore and fully maintain our ports and waterways in order that the increased needs of commerce and vessel traffic may be adequately served.

PROJECT AUTHORIZATION

No. 21

President Eisenhower vetoed H. R. 12080, 84th Congress, 2d session (an act authorizing the construction, repair, and preservation of certain public works on rivers and harbors for navigation, flood control, and for other purposes), and in so doing eliminated the following navigation projects, contained in H. R. 12080:

Yaquina Bay and Harbor, Oreg	$19,800,000
Port Townsend Harbor, Wash	387,000

and the following flood-control project, which was favorably recommended by the Corps of Engineers, Bruces Eddy Dam and Reservoir—$25 million for partial accomplishment of the project.

The Board of Engineers for Rivers and Harbors has recommended a modification of the existing project for Siuslaw River and Bar, Oreg., in the interest of navigation.

The association requested that Congress include the following projects in any rivers and harbors authorizing legislation enacted in the 85th Congress, 1st session:

Yaquina Bay and Harbor, Oreg.
Port Townsend Harbor, Wash.
Bruces Eddy Dam and Reservoir
Siuslaw River and Bar, Oreg.

INDUSTRIAL DEVELOPMENT

No. 23

The basic electrochemical and electrometallurgical industry in this region was founded on the advantage of low-cost hydroelectric power. By contractual agreements and policies new basic industry is prohibited from considering locating in the region and expansion of present basic industry is no longer feasible.

Recognizing these facts, the association authorized its president to appoint a committee of such numbers as is deemed practicable to investigate the problem of industrial development and expansion, to make recommendations, to work with other organizations, to solicit the aid of State and Federal agencies and Government, all to the end of breaking the bottleneck now existing.

This committee shall report to the board of directors at each quarterly Board meeting for further instructions and authority.

UPSTREAM STORAGE

No. 25

Storage is the key for the Northwest's future flood control and power program, and many of the excellent opportunities for storage in the Columbia River Basin are in danger of being curtailed. The association reaffirmed its position that feasible storage sites be preserved and a maximum amount of storage be developed as soon as possible.

FLOOD CONTROL

No. 26

Most of the waterways systems in the Northwest, and especially the Columbia River and its tributaries with spring runoffs, have an annual problem of extreme runoffs caused by rain and snow. Each yearly spring runoff is the foremost problem of diking districts protecting industrial and farm areas, and the entire economy of the Northwest is affected in direct correlation to the amount of the runoff. The present protective systems provided by dikes and channel improvements have been largely inadequate, as proven by heavy yearly flood damage which can be eliminated by additional and extended programs of the present control system.

Maintaining protection on the present level is necessary but has no promise for the overall cure unless extended and expanded by means of an annual work program for more and better dikes and channel dredging.

Appropriations and new work scheduled for 1957 include: Multnomah Diking District, Peninsula Diking District No. 1, Peninsula Diking District No. 2, Sauvies Island Diking District, Rainier Diking District, Beaver Diking District, Johns Diking District, Midlands Diking District, Washougal Diking District. Additional work should be scheduled for Cowlitz County Diking District No. 2, Cowlitz County Consolidated Diking and Improvement District No. 1, Wahkiakum Consolidated District No. 1, Woodson Diking District, Kalama River South Area, Vancouver Lake Area Project, Port of Vancouver Local Improvement District No. 1.

The association submitted that the best interest of the economy of the Northwest and the entire Nation justifies and requires an expansion and continuation of the present program and urged the Government to initiate a yearly budgeted program of improvemet and extension of present systems on the basis of preventive maintenance and additional projects sufficient to eliminate as promptly as possible the unnecessary waste and loss to our country's economy.

TENTATIVE 6-YEAR PROGRAM

No. 19

A definite program of construction of multiple-purpose projects in the Pacific Northwest is essential for efficient and economic planning by the Corps of Engi-

neers. To implement this a tentative 6-year program of construction was drawn up and submitted by the board of directors of the association for consideration at the convention, which adopted the program as outlined below:

TENTATIVE 6-YEAR PROGRAM

At the quarterly board of directors meeting of the IEWA, held in April of 1955, considerable discussion was had regarding the status of projects in the Pacific Northwest, after which the board of directors adopted a tentative 6-year program extending from 1956 fiscal, which began on July 1, 1955, through and including fiscal year 1961. Subsequently, at our last annual meeting, this plan was adopted by our convention as a whole.

There was considerable criticism of this program, both from the Pacific Northwest and from some members of our Northwest congressional delegation. In the majority of opinion, however, it was accepted as realistic and as a program behind which we should all unite. No one thought at the time that we would achieve 100 percent success. However, as the congressional record was written, every project called for in the tentative 6-year program for fiscal year 1956 and now 1957 was adopted and appropriations approved by the Congress.

It was apparent, during testimony before the House and Senate Appropriations Committees, that this tentative 6-year program was something that was understood by both the House and Senate committees. It made sense to them. They could project their appropriations over the years; and, at that time, the 6-year program averaged approximately $110 million per year.

The attached tentative 6-year program recommended for adoption at this time and running from 1958 fiscal year through 1963 fiscal year includes for continuing construction of Chief Joseph, the Dalles, Ice Harbor, Hills Creek and Cougar Dams; for initiation of construction John Day Dam; for continuing planning of Green Peter Dam; and for initiation of planning for Lower Monumental Dam.

This program can be implemented for approximately $113 million per year for the next 6 years. It is a minimum program and a program that Congress will support if the people of the Pacific Northwest will unite behind it.

Requests for planning funds are entirely justified as planning funds have in the past and will in the future, if provided in sufficient time, make certain projects are constructed at the most reasonable cost. Excellent examples of this fact are the John Day and the Dalles Dams. In 1955, the total estimated cost of John Day Dam was $400 million. After further planning, the total estimated cost of this project as of now is quoted at $350 million, or a reduction of $50 million. In 1955, $300 million was estimated as the total cost of the Dalles Dam. After further planning, this cost was reduced to $270 million, or a reduction of $30 million. Therefore, it is good judgment and good investment to spend money for sufficient planning and design for it results in substantial savings when the projects come into the construction stage.

A tentative 6-year program[1]*—Current and authorized multiple-purpose projects*

[Millions of dollars]

	Total project cost	Estimated cost for fiscal years—					
		1958	1959	1960	1961	1962	1963
Chief Joseph[2]	150	5.0	5.0				
The Dalles[2]	270	19.0	19.0	12.0	6.0		
Ice Harbor[2]	135	19.0	35.0	34.0	32.0	4.0	
Hills Creek[2]	35	5.0	10.0	9.0	6.0	3.0	
Cougar[2]	37	7.0	14.0	12.0	2.0		
John Day[2]	350	5.0	20.0	45.0	60.0	50.0	40.0
Green Peter[3]	58	.3	2.0	7.0	12.0	18.0	15.0
Lower Monumental[3]	133	0.2	1.5	10.0	25.0	35.0	35.0
Little Goose[3]	139		.2	.8	.8	10.0	25.0
Lower Granite[3]	116		.2			.8	.7
Total	1,423	60.5	106.9	129.8	143.8	120.8	115.7

[1] Average for 6-year program approximately $113 million per year.
[2] Construction funds.
[3] Planning funds.

EXHIBIT III

Condensed statement—Status of repayment of Federal investment allocated to power as of June 30, 1956—Federal Columbia River system

Gross capital investment to date		$1,569,976,000
Amount repaid		202,176,000
Percent repaid:		
Bonneville Dam	41.22	
Columbia Basin project	25.11	
Hungary Horse Dam	5.47	
Albeni Falls project	2.10	
McNary Dam	4.71	
Detroit-Big Cliff project	4.88	
Lookout Point and Dexter Dams	2.53	
Bonneville Power Administration	25.14	
Chief Joseph	0.35	
Chandler	3.49	
Overall to date	15.69	
Net Federal investment per auditor's report		1,288,753,000
Scheduled repayment of capital investment		125,033,000
Amount of capital repayment in excess of schedule		77,143,000
Amount and application of cash receipts returned to U. S. Treasury from power operation:		
Repayment of expense of operation and maintenance		109,811,000
Repayment of interest at 3 percent		137,702,000
Total expense		247,513,000
Remainder applied to repayment of capital investment		202,176,000
Total cash receipts returned to U. S. Treasury		449,689,000

1956 gross revenues, $60,992,623: Up 17 percent from 1956.

Source: Bonneville Power Administration.
Prepared by Inland Empire Waterways Association, May 1957.

Status of repayment of Federal investment allocated to power as of June 30, 1956—Operating projects only

[Thousands of dollars]

Item	Bonneville Power Administration	Bonneville Dam	Columbia Basin project	Hungry Horse	Albeni Falls	McNary	Detroit-Big Cliff	Lookout Point-Dexter	Chief Joseph	Chandler	Total
Federal investment allocated to power:											
Gross	553, 659	90, 965	280, 697	95, 721	32, 555	286, 942	45, 376	43, 470	137, 030	3, 561	1, 569, 976
Less amounts for expenses:											
Operation and maintenance	72, 943	11, 013	20, 704	1, 118	298	2, 399	594	295	427	20	109, 811
Interest	43, 227	19, 957	52, 753	7, 061	1, 436	8, 416	2, 651	1, 352	818	31	137, 702
Total expenses	116, 170	30, 970	73, 457	8, 179	1, 734	10, 815	3, 245	1, 647	1, 245	51	247, 513
Remainder: Gross capital investment	437, 489	59, 995	207, 240	87, 542	30, 821	276, 127	42, 131	41, 823	135, 785	3, 510	1, 322, 463
Less: Unexpended appropriations	25, 390	156	240	39	272	3, 155	225	281	3, 937	15	33, 710
Net invested capital	412, 099	59, 839	207, 000	87, 503	30, 549	272, 972	41, 906	41, 542	131, 848	3, 495	1, 288, 753
Amount repaid	103, 597	24, 663	51, 972	4, 783	641	12, 844	2, 045	1, 053	456	122	202, 176
Percentage repaid	25. 14	41. 22	25. 11	5. 47	2. 10	4. 71	4. 88	2. 53	0. 35	3. 49	15. 69
Unpaid balance	308, 502	35, 176	155, 028	82, 720	29, 908	260, 128	39, 861	40, 489	131, 392	3, 373	1, 086, 577
Add back unexpended appropriations	25, 390	156	240	39	272	3, 155	225	281	3, 937	15	33, 710
Net Federal investment per auditors' report	333, 892	35, 332	155, 268	82, 759	30, 180	263, 283	40, 086	40, 770	135, 329	3, 388	1, 120, 287
Scheduled repayment of capital investment	49, 869	12, 708	51, 972	3, 322	627	3, 987	1, 378	651	397	122	125, 033
Amount of capital repayment in excess of schedule	53, 728	11, 955	.....	1, 461	14	8, 857	667	402	59	.....	77, 143
Total repayment of capital investment	103, 597	24, 663	51, 972	4, 783	641	12, 844	2, 045	1, 053	456	122	202, 176

Amount and application of cash receipts returned to U. S. Treasury from power operations:												
Repayment of expense of operation and maintenance												
Repayment of interest expense												109,811
Total expense												137,702
Remainder applied to repayment of capital investment												247,513
Total cash receipts returned to U. S. Treasury												202,176
												449,689

EXPLANATION AND COMMENT

1. The projects comprising the Columbia River power system must obtain congressional appropriations to cover all expenditures for operations and maintenance as well as for construction. The projects, in turn, must deposit all receipts collected in the Treasury and thus, unlike a private business, they cannot use their revenue to meet their expenses. A minor exception is the fact that the Bonneville Power Administration is authorized by law to maintain from revenues a continuing fund of $500,000 to defray emergency expenses and assure continuous operation. However, comparatively little use has been made of this fund. Disbursements from the fund to June 30, 1956, were less than $1 million as against total cash receipts of approximately $447 million. The ratio was thus about one-fourth of 1 percent.

2. In view of the manner in which the system is financed, all amounts made available through congressional appropriations, together with amounts representing transfers from other agencies and the gross interest accumulation, are accounted for as the gross investment of the Federal Government. The amounts representing expenses for operation, maintenance, administration, and interest are then deducted to arrive at a remainder representing the capital investment. Unexpended appropriations are deducted from the gross capital figure to arrive at the amount of capital actually invested. The expense portion, that is, operation, maintenance, interest, etc., is repaid annually from power receipts. The capital portion is repaid over a period of years in accordance with the repayment periods and schedules for the individual projects.

3. The data show substantial repayment of the capital investment in the case of Bonneville Dam, Columbia Basin project and Bonneville Power Administration. These projects have been in operation for several years. The other projects are comparatively new, with the result that only a small portion of the capital investment has been repaid or has, in fact, been due for repayment to date. For all of these new projects formal repayment schedules and definitive cost allocations have not yet been established. Accordingly, the amounts shown at line 16 for scheduled repayment of the capital investment are preliminary.

EXHIBIT IV

COMPARISON OF 1930 VERSUS PRESENT 1957 ALL-RAIL AND RAIL-BARGE RATES ON GRAIN TO TIDEWATER ELEVATORS AT PORTLAND, OREG., AND VANCOUVER, WASH.

Reduced rates reflected by barge competition

[In cents per 100 pounds]

	Rate, 1930		Present rate with all increases [1]	Actual cents per 100 pounds decrease		Percentage decrease, 1930–57	
	To Portland, Oreg.	To Vancouver, Wash.		To Portland, Oreg.	To Vancouver, Wash.	To Portland, Oreg.	To Vancouver, Wash.
Heppner	22.5	25.5	22.5	0	3.0	0	11.8
Mikkalo	21.5	24.0	22.5	[2] 1.0	1.5	[2] 2.2	6.3
Condon	22.5	25.5	22.5	0	3.0	0	11.8
Wasco	17.0	19.5	17.5	[2] .5	2.0	[2] 2.9	10.3
Hay Canyon	19.5	22.5	19.0	.5	3.5	2.6	15.5
Grass Valley	21.5	24.0	19.0	2.5	5.0	11.6	20.8
Ione	22.0	25.0	22.5	[2] .5	2.5	[2] 2.3	10.0

[1] Rates include all ex parte increases including ex parte 206 interim emergency increase, 5 percent, effective Dec. 28, 1956.
[2] Increase.

Rates not depressed by barge competition

[In cents per 100 pounds]

	Rate, 1930	Present rate with all increase [1]	Actual cents per 100 pounds increase	Percentage increase, 1930–57
Pendleton	18.5	35.0	16.5	89.2
Lacrosse	21.5	42.5	21.0	97.7
Walla Walla	18.5	35.0	16.5	89.2
Pullman	24.0	46.5	22.5	93.8
Lewiston	24.0	46.5	22.5	93.8
Moscow	24.0	46.5	22.5	93.8
Baker	26.5	51.5	25.0	94.3
Craigmont	30.0	51.5	22.5	75.0

[1] Rates include all ex parte increases including *Ex parte 206* interim emergency increase, 5 percent, effective Dec. 28, 1956.

Source: N. P. C. F. B. tariffs No. 10 series, 1930—I. C. C. No. 222, and 1957—I. C. C. No. 875. Prepared by Paul E. Hochelle, general manager, Columbia Basin Traffic Bureau, traffic consultant, Inland Empire Waterways Association, January 1957.

EXHIBIT V

21 ORGANIZED PORT DISTRICTS SERVE COLUMBIA-SNAKE RIVER SYSTEM

Support of the program of Federal development of the Columbia-Snake River waterways system is being given impetus on a local level through the 21 port districts between the mouth of the Columbia River and the confluence of the Snake and Columbia more than 350 miles inland.

These port districts are expending their own public funds to provide cargo-handling facilities, docks, warehouses, grain elevators, petroleum storage, drydocks, and other services to shippers and receivers.

The pattern of port district growth has followed the development of the river. Of the 21 now in existence 12 of them were formed prior to the completion of Bonneville Dam in 1938. Of these 12, all except Kennewick are located on the lower Columbia River on the deepwater channel. The remaining nine port districts above Bonneville Dam have come into existence since the main-stem multiple-purpose dams have been placed under construction at McNary and The Dalles.

More than 11,000 square miles of area and more than $1.15 billions of assessed valuation are represented in these port districts. Their faith in the future of Pacific Northwest development is exemplified by their support of and cooperation with the Inland Empire Waterways Association program of progress.

Data concerning port district on Columbia River

Port district	Year formed	Square-mile area	Approximate assessed valuation	Facilities
Ilwaco, Wash	1928	300	$3,260,000	Sand and gravel handling, fish dock, industrial sites.
Chinook, Wash	1948			No information available.
Astoria, Oreg	1910	820	19,000,000	Bulk grain and general cargo, industrial sites.
Longview, Wash	1921	768	64,824,000	Bulk grain, lumber, general cargo, industrial sites, storage.
Kalama, Wash	1920	232	6,000,000	Shed storage only, grain.
St. Helens, Oreg	1940	50	7,000,000	None.
Ridgefield, Wash		¾	370,000	Mill sites only.
Vancouver, Wash	1912	105	28,000,000	Bulk grain, petroleum, general cargo, storage, industrial sites.
Port of Portland, Oreg	1891	218	800,824,000	Drydock, ship repair, dredge.
Commissioner of Public Docks, Portland, Oreg.		(1)	26,000,000	Grain storage and handling, general cargo, petroleum, storage and warehouse, industrial sites, logs and lumber, ores, etc.
Camas-Washougal, Wash	1935	80	12,500,000	Shed storage, industrial sites.
North Bonneville, Wash	1938	430		No information available.
Wind River, Wash	1946	75		Do.
Cascade locks, Oreg	1937	245	750,000	Industrial sites.
Hood River, Oreg	1933	350	13,000,000	Mooring basin only, industrial sites, toll bridge.
Klickitat, Wash	1946	720	8,726,000	Log booming, mooring basin, industrial sites.
The Dalles, Oreg	1933	664	19,000,000	Bulk grain, general cargo, industrial sites, storage.
Arlington, Oreg	1935	480	7,378,000	Bulk grain.
Umatilla, Oreg	1940	2,930	51,000,000	Bulk grain, petroleum, bulk cement, industrial sites.
Walla Walla, Wash	1952	1,288	51,621,000	Mooring basin, industrial sites under construction, general cargo.
Kennewick, Wash	1915	467	20,000,000	Bulk grain, mooring basin, industrial sites.
Pasco, Wash	1940	950	24,667,000	Bulk grain, cement and petroleum, asphalt, fertilizer handling facilities, industrial sites, general cargo.
Total		11,173	1,163,000,000	

[1] Piers and docks only on waterfront.

STATEMENT OF NORMAN L. KREY, VICE PRESIDENT FOR WASHINGTON, INLAND EMPIRE WATERWAYS ASSOCIATION

My name is Norman L. Krey and I am making this statement as vice president for Washington of the Inland Empire Waterways Association. I am the manager of Northwest operations of Kaiser Aluminum & Chemical Corp. and my home is in Spokane, Wash. In talking for the association, I am also, due to my 30 years experience in the aluminum industry, speaking for the electrometallurgical and electrochemical industries of the Northwest area which require large amounts of low-cost electric power.

These industries depend on hydro power for their electrical energy and we are agreed throughout the area that the demand for power exceeds the supply even in median water years. This particular year is an example of power shortage and industries dependent on interruptible power were shut down for the period January 26 to March 15, 1957. The present requirements of electro industries using Bonneville Power Administration power are approximately 1,500,000 kilowatts, of which about 1 million kilowatts are firm and 500,000 kilowatts interruptible. This means that one-third of our basic industries' power requirements may be cut off for some period from September through April in any year in which water conditions are not about average. In a critical water year they would be shut down for the entire 8 months' period. The demands of the public and private utilities who serve the rural and domestic consumers, commercial and industrial customers other than basic industry continue to increase and, even if basic industry is not allowed to grow, the load growth of the area requires large

increases in power generation. The present programs for new generation in the Northwest, even if completely fulfilled, allow for little if any improvement in the basic industries' need for firm power, much less any for the growth of those industries which have been the leaders in providing new jobs throughout the area.

The people of the Northwest are agreed that there is a place in the program for additional power generation by Federal, public, and private utilities. The present Federal program for large multipurpose dams should be kept on schedule, and additional new starts are required if the program is to be effective. Power users are repaying with interest the cost of these facilities and the present rate is providing revenue in excess of the scheduled repayment to the Government. The Columbia River system paid back to the United States Treasury up to June 30, 1956, $77 million in excess of the scheduled repayment which includes interest and depreciation.

With the above background I would like to endorse the program approved by the 23d annual convention of the Inland Empire Waterways Association held in Yakima, Wash., on November 19–20, 1956, particularly the resolutions referring to the John Day project, the planning funds for the three dams on the lower Snake River and the funds for keeping projects now under construction on schedule.

The start of construction of the John Day lock and dam is essential because it is the only large scale multipurpose project for which the preliminary planning and initial engineering work is complete. It is also the only large project to which there is no controversy. John Day will have an installed generating capacity of 1,105,000 kilowatts and will complete the navigation plans from the mouth of the Columbia River to the mouth of the Snake River. My understanding is that the Army engineers can economically utilize an appropriation of $8 million for the next fiscal year to start the construction of this project.

The completion of navigation and power production on the lower Snake River to Lewiston, Idaho, depends on Ice Harbor lock and dam now under construction and three additional dams in this stretch of the river. We understand that $1,125,000 of planning funds could effectively be used in the next fiscal year for this purpose and I would urge the committee to approve a budget item for this amount.

The program for the construction of multiple-purpose projects in the Pacific Northwest which our association recommends is one which Congress could well approve so that appropriations could be scheduled over a period at a reasonable and consistent rate based on past experience. To provide for the load growth of the area will re quire well in excess of $300 million per year and our suggested program for the Federal system, which is self-liquidating, provides for about one-third of this growth. If insufficient funds are provided for these projects they will be delayed for more than a year with serious consequences for the region.

In closing I would like to thank the committee for this opportunity to bring before you this serious problem of the Northwest. The projects discussed have a combination of important features such as navigation, flood control, irrigation, reclamation and power generation. I would also like to stress the importance of upstream storage as this provides several of these items at one time; this includes the storage of flood waters for all the benefits mentioned above, as well as providing controlled stream flow for power generation during the winter season when power requirements are at a peak and normal stream flow at a minimum.

PORT OF PASCO,
Pasco, Wash., March 13, 1957.

Hon. CLARENCE CANNON,
Chairman, Subcommittee on Public Works, Committee on Appropriations, House of Representatives, Washington, D. C.

DEAR SIR AND GENTLEMEN: We write you to invite attention to three projects in connection with the progress of improvements and construction on the great Columbia and Snake Rivers here in the Pacific Northwest.

We want to say, too, that the Congress of the United States has been very attentive, along with us who live here, and others, in fostering these great Pacific Northwest river developments for greater usefulness to mankind. Also in keeping the programs going in an orderly sequence, without undue stoppages or costly lags in the calendar of time, whether measured in seasons, sessions, or decades. And we digress herewith to express our abiding appreciation and thanks for that continuous attention and action.

There is also a responsibility on our part, we feel, to keep closely in touch with you, and from time to time present corroborative information as to what the present needs are.

Therefore we respectfully request attention and congressional legislation to accomplish the following three timely projects:

No. 1. Dredging the channel of the Columbia River from Vancouver, Wash., to Bonneville, Oreg., and from Bonneville on to The Dalles, Oreg. This has long been authorized and should now be done as an important phase in permitting unhampered river navigation. We understand that this project can be effectively accomplished within a $2,500,000 budget.

No. 2. Your favorable consideration is sought in providing a $5 million fund, available July 1, 1957, for the initial construction work for 1957–58 on the John Day Dam on the Columbia River. We understand the planning work has reached a point where construction can be started. In one respect this is a key dam on the Columbia River in that it will create a pool which will convert the last stretch of down-river rough water to slack water thereby greatly increasing the cargo tonnage which river shipping can move with the same engine horsepower.

No. 3. At Pasco, Wash., the Snake River joins the Columbia and in order that river navigation for cargo carrying vessels may proceed up the Snake to Lewiston, Idaho, to provide river shipping for this vast area Congress some years ago authorized four dams on the lower Snake River. The lower one near Pasco, Ice Harbor Dam, is now being built. Now we recommend and request that the planning and the construction of the other 3 dams, the Lower Monumental, the Little Goose, and the Lower Granite be concurrent and that planning funds be provided now for 1957–58 for these 3 dams. We understand that building these 3 dams concurrently is feasible. This would shorten the years of waiting for river navigation substantially, which is most desirable. The amount regarded as necessary for this planning has been stated as being $1,125,000 for next year and a like amount for the year following.

The cost of these 3 dams has been stated as about $130 million each, so if appropriations were made annually on this basis these appropriations would about equal that of one of the larger dams which have been built on the Columbia.

Lastly, we feel that these requests are timely, in good order, and legitimate, bearing in mind, too, that the major portion of the costs of the dams is repaid to the United States Government with interest.

Yours very respectfully,

DEL C. ISSACSON, *Manager.*

PORT OF KENNEWICK,
Kennewick, Wash., March 14, 1957.

Hon. CLARENCE CANNON,
Chairman, Subcommittee on Public Works,
Committee on Appropriations,
House of Representatives, Washington, D. C.

HONORABLE SIR: The commissioners of the port of Kennewick support the position of the Inland Empire Waterways Association in urging appropriation of initial planning funds for Lower Monumental, Little Goose, and Lower Granite Dams on the Snake River.

It is our opinion that since the design pattern is quite similar on these three projects, they can be planned together and constructed concurrently at substantial savings of cost and of time.

It is to be noted that well over 60 percent of the value of the Columbia River projects downstream from the Snake River are contingent upon the completion of these three dams.

Slack-water navigation on the Snake River will open up the vast timber and mineral resources in north central Idaho. Limestones, phosphate rock, refractory and alumina clays can be transported economically for industrial processing to down-river points using the electric power generated by these dams.

The benefits of hydropower and river navigation derived by the building of these three dams is an important economic factor, not only for the Northwest but for the Nation.

Yours very truly,

J. E. MAGNUSON,
President, Board of Commissioners.

PORT OF KENNEWICK,
Kennewick, Wash., March 14, 1957.

Hon. CLARENCE CANNON,
Chairman, Subcommittee on Public Works,
Committee on Appropriations, House of Representatives,
Washington, D. C.

HONORABLE SIR: For full utilization of the Columbia River in the interest of domestic and foreign commerce, and further development of the hydroelectric potential, the port of Kennewick fully supports the position of the Inland Empire Waterways Association in asking for an appropriation of funds for initial construction of John Day Dam.

Power needs are mounting in the Pacific Northwest, as in the Nation as a whole. Despite the rapid growth of power resources, the region has reached a point where economic and industrial expansion will be hampered unless additional electrical energy can be put on the line shortly after 1960.

The upper Columbia River area of Washington and Oregon grows 15 percent of the Nation's wheat supply, and, with the development of the Columbia Basin irrigation project, and considering the industrial expansion that is taking place in the Inland Empire, it is to be noted that large tonnages are being developed that will utilize the economies of river-barge transportation, particularly after completion of John Day Dam, which will provide slack and deep water navigation from the Snake River area to the Pacific Ocean.

In consideration of the fact that an appropriation of funds for dam construction is not an outright grant, but is a loan, and that within the lifetime of these projects the entire amount appropriated is repaid with 3 percent interest, this certainly represents one of the best investments that the United States Government can make.

We respectfully and earnestly solicit your support for this project, which not only would add greatly to the economic development of the area, but also constitutes national-defense preparedness for the Nation.

Yours very truly,

J. E. MAGNUSON,
President, Board of Commissioners.

THE PORT OF ASTORIA,
Smith Point, Astoria, Oreg., March 14, 1957.

Hon. CLARENCE CANNON,
Chairman, Subcommittee on Public Works,
Committee on Appropriations,
House of Representatives, Washington, D. C.

DEAR CONGRESSMAN CANNON: The Port of Astoria, a municipal corporation, joins with the Inland Empire Waterways Association and other groups in the seeking of initial funds for the construction of the John Day lock and dam on the Columbia River.

This project would be self-liquidating; therefore, the funds appropriated will be repaid to the Federal Government with interest. Its construction will further the economic development of our country, and it will provide slack-water navigation up the Columbia River to the confluence of it and the Snake River at Pasco, Kennewick, and Walla Walla, Wash.

It is our understanding that the planning of this project will be sufficiently completed by the Corps of Engineers by June 30, 1957, to justify initial construction funds in the amount of $5 million during the fiscal year 1958.

We urge your committee to view this project in the light of the benefits which will be derived and its self-liquidating feature, and respectfully request that the committee recommend the appropriation of the needed initial-construction funds.

Very truly yours,

R. J. BETTENDORF, *Manager.*

THE PORT OF ASTORIA,
Smith Point, Astoria, Oreg., March 14, 1957.

Hon. CLARENCE CANNON,
Chairman, Subcommittee on Public Works,
Committee on Appropriations,
House of Representatives, Washington, D. C.

DEAR CONGRESSMAN CANNON: The Port of Astoria, a municipal corporation operating marine-terminal facilities at the mouth of the Columbia River, is deeply interested in the further development of navigation on this river for the industrial development and economic growth of the Columbia River areas.

The completion of the navigation channel from Vancouver, Wash., to Bonneville, Oreg., to its project depth of 27 feet and 300 feet in width and the construction of the continuation of this channel from Bonneville, Oreg., to The Dalles, Oreg., is of the utmost necessity in order to promote this industrial and economic growth.

It is our understanding that an appropriation of $2,500,000 can be effectively used during fiscal year 1958 on these 2 projects which have been recommended as to their benefit-to-cost ratio.

We concur with the Inland Empire Waterways Association and the other groups in the need and value of these projects, and respectfully request that your committee make a favorable recommendation for an appropriation of the above funds.

Very truly yours,

R. J. BETTENDORF, *Manager.*

PUBLIC UTILITY DISTRICT NO. 1 OF CLARK COUNTY,
Vancouver, Wash., April 9, 1957.

Subject: Initial planning funds for Lower Monumental, Little Goose, and Lower Granite Dams on the Snake River.

Hon. CLARENCE CANNON,
Chairman, Subcommittee on Public Works,
Committee on Appropriations,
House of Representatives, Washington, D. C.

DEAR MR. CANNON: In order to coordinate the power construction in the Columbia Basin, it is now necessary to start planning these projects so that growing power needs of the area can be met on schedule.

The writer understands approximately $1¼ million are needed for the coming fiscal year for this initial planning. Please give this subject your best consideration.

Sincerely,

V. M. CLEAVELAND, *Manager.*

PUBLIC UTILITY DISTRICT NO. 1 OF CLARK COUNTY,
Vancouver, Wash., April 9, 1957.

Subject: Initial construction funds in the amount of $5 million for 1958 fiscal year for the construction of John Day Dam.

Hon. CLARENCE CANNON,
Chairman, Subcommittee on Public Works,
Committee on Appropriations,
House of Representatives, Washington, D. C.

DEAR MR. CANNON: I do not know of any group or faction that is not heartily in favor of Federal construction of the John Day Dam. This appropriation represents an investment for the Government, which will produce a profit on the interest collected and a huge new income from taxes our industries will pay out of power the project will produce.

Please give this investment in America your careful consideration.

Sincerely,

V. M. CLEAVELAND, *Manager.*

PUBLIC UTILITY DISTRICT NO. 1 OF CLARK COUNTY,
Vancouver, Wash., April 9, 1957.

Subject: Deepening of Columbia River Channel from Vancouver, Wash., to The Dalles, Oreg. Authorized in House Document No. 94, 64th Congress, 2d session, and in House Document No. 704, 79th Congress, 2d session.

Hon. CLARENCE CANNON,
Chairman, Subcommittee on Public Works,
Committee on Appropriations,
House of Representatives, Washington, D. C.

DEAR MR. CANNON: Please allow me to urge civil functions appropriations for this project. Transportation on our great river is most important to industry that is here, and to industry that we must attract to the Northwest if we are going to have jobs for our children.

Modern seagoing barges that can be pushed inland make deep-river channels more useful to commerce than ever before.

Sincerely,

V. M. CLEAVELAND, *Manager.*

COOS-CURRY ELECTRIC COOPERATIVE, INC.,
Coquille, Oreg., April 24, 1957.

Hon. CLARENCE CANNON,
Chairman, Subcommittee on Public Works,
Committee on Appropriations, House of Representatives,
Washington, D. C.

DEAR MR. CANNON: We wish to go on record as supporting certain projects for industrial development here in the Northwest. The projects are all on the Columbia River, our area of greatest industrial development. We feel the development of this great river will benefit the entire Nation, especially for national defense. The projects we wish to support at this time are described herewith.

A channel 27 feet deep by 300 feet wide from Vancouver, Wash. to The Dalles, Oreg., permitting passage of oceangoing traffic to this area. It is our understanding this project was authorized by previous Congress prior to World War II. Since necessity forced postponement of this work during World War II we wish to urge that it be resummed soon as possible.

Industry has been, and more will be moving in along the Columbia River. This great waterway is the natural location of industry here in the Northwest. We have been informed that funds of $2,500,000 are urgently needed for fiscal year 1958 to carry on this project.

To further increase the usefulness of the Columbia River as a navigational stream to the industrial center of Pasco-Kennewick, we urgently request funds for $5 million for fiscal year 1958 to support planning and constructing of the project known as John Day Dam.

Another project urgently needed is composed of three parts, each vital to the other. These projects tie in with other projects now completed or under construction.

We have been informed that during the next fiscal year, funds for $1,125,000 can be used to complete planning of a series of 3 dams on the lower Snake River known as Lower Monumental, Little Goose, and Lower Granite. These dams and locks are needed to complete slackwater navigation to Lewiston, Idaho, when John Day and Ice Harbor Dams are constructed.

It is our opinion that the above projects are needed now to carry on the orderly planning and development of the Columbia River. This area is growing industrially and will continue to grow. The principal industries developed are very vital to our national defense program. Therefore, we wish to go on record as supporting the above projects.

Very truly yours,

BRUCE SHAVERE, *Manager.*

Mr. WEST. I think your office has received, Mr. Chairman, a great many letters from the Northwest. I know that you do not want a bulky record, and neither do we. If we could possibly have a typical

letter selected, and the names of the people supporting it included in the record, we would appreciate that very much.

Mr. CANNON. That will be done. Thank you.

Mr. Magnuson?

Mr. MAGNUSON. One or two questions, Mr. Chairman.

Could you give us an idea of the cost of extending the 27-foot channel to The Dalles, Mr. West?

Mr. WEST. The full cost on that would be approximately $4.5 million, with about $2½ million being used in the first year.

Mr. MAGNUSON. Is it your feeling the entire $2.5 million could come out of the category of deferred maintenance?

Mr. WEST. I can only speak in this way, Mr. Magnuson: That I believe that is where it belongs to an extent, but I think some additional funds—because we have a backlog, I think, of some $56 million now in deferred maintenance.

Even whacking away at $10 million a year is not doing too fast a job, so the combination of some deferred maintenance and construction channel funds in there would be, I think, a proper procedure.

JOHN DAY DAM

Mr. MAGNUSON. With reference to John Day Dam, last year, as the chairman mentioned, the committees and the Congress added to the budget approximately $1 million, I believe it was, to complete the planning of John Day in this fiscal year.

Mr. WEST. Yes, sir.

Mr. MAGNUSON. That was done on my motion. I know my idea was, and the idea of those who wanted that increase, was to get enough money in this year's budget, the current budget, to complete the planning so that the project would be ready for construction money in fiscal 1958. Was that not the whole idea?

Mr. WEST. That is right. The reason you appropriated $500,000 the first year, 1956–57 fiscal, $1.5 million. The planning is all completed. That project has been modified by the use of that planning fund. John Day Dam now will cost approximately about $40 million less than the original cost contemplated. The reason for that is the storage.

We found reduction of the height of the dam and the flowage in there would be a great deal better. We would not have the great drags downstream. If we had the big project before contemplated, if we did drag that down we would have mud banks on both sides of the river, towns would be flooded, no chance for relocation, and so that was a very excellent $2 million to save $40 million to reconsider the project.

It is ready now, and I think that the engineers would so testify, that without doubt John Day is the outstanding multiple-purpose dam left in the Pacific Northwest for construction purposes.

Mr. CANNON. Are there further questions? If not, thank you, Mr. West.

STATEMENT OF STATE SENATOR HENRY

Mr. MAGNUSON. Mr. Chairman, I neglected to say that I have a statement from State Senator Al Henry of the State of Washington, which he submits on behalf of the Governor of the State of Washing-

ton, Governor Rosellini, in support of the 27-foot channel to The Dalles.

I would like to offer that.

Mr. CANNON. It will be included in the record.

(The statement referred to follows:)

STATEMENT BY STATE SENATOR AL HENRY ON HOLDING HEARINGS ON THE BUDGET REQUIREMENTS OF THE CORPS OF ARMY ENGINEERS

Mr. Chairman and members of the committee, I am State Senator Al Henry of the 16th Legislative District of the State of Washington. I have been asked to appear before this committee as a personal representative of the Honorable Gov. Albert D. Rosellini, of the State of Washington. The fact that I have been a member of the Washington State Legislature for over 15 years, I well realize the tremendous responsibility the committee has in selecting for approval the many requests for the spending of tax funds within the limitations of the revenue available.

Several years ago, the Congress authorized a program of orderly development of water transportation on the mightly Columbia River, and up to date they have invested over $62 million in channel construction and maintenance. Water transportation is now available in a 27-foot channel from the Pacific Ocean to Vancouver, Wash. It is estimated by the Corps of Engineers that approximately $2,350,000 will be needed to continue the channel up to The Dalles, thereby increasing the effectiveness of the present system 83 percent. The distance involved is approximately 86 miles. Last year the present facilities served the traffic of 1.4 billion ton-miles, which compared to the 1.8 billion ton-miles on the Hudson River, between New York City and Albany, N. Y., may serve as a comparison to the volume of traffic now existing on the mighty Columbia.

The tremendous volume of low cost hydroelectric power developed on the Columbia and now being used to a high degree by the aluminum industry is in dire need of this improvement, in order that they might transport from the Orient and other sources of supply the all important bauxite needed to provide the aluminum that we now ship to almost every area in the United States. We are now producing approximately 40 percent of the Nation's supply of aluminum and well over 90 percent of that production is used by the industrial development programs outside of the Columbia Basin drainage area. Therefore, we are asking for this project to assist every community in our Nation in receiving, at the lowest possible cost, the raw materials necessary to provide payrolls throughout our Nation. Last year, 175 cargoes left via our present water transportation route. The products transported were wheat, barley, apples, potatoes, and frozen foods. When the additional channel improvement is completed, we could well expect the volume of cargo to materially increase.

It might be well to point out that this project will effect a saving of $1.60 per ton on wheat for foreign export, and up to $3 a ton savings on apples, canned vegetables, etc. We are all aware of the necessity of placing our agricultural production in a position of competing for foreign markets. We also must dedicate ourselves to a program of continued supply of foodstuffs for our allies and distressed neighbors throughout the world. Therefore the immediate construction of this project is essential to not only our State of Washington, but to the entire Nation. The tremendous irrigation development of the Columbia Basin project and other projects in the vicinity of the Columbia River, added to the present volume of shipping, will necessitate immediate construction of this project if we are to provide a program of distribution on a competitive basis. The development of this reclamation area will provide extensive markets for manufactured goods such as farm machinery, automobiles, appliances, etc., manufactured elsewhere, and water transportation will be necessary to provide an economical distribution within this new empire.

On behalf of the Governor and all of the people of the State of Washington, we urge your sincere consideration of this all important project to be developed by the Corps of Army Engineers.

I thank you.

Mr. CANNON. The committee stands adjourned until 10 o'clock Monday morning.

San Francisco Bay Area

Mr. Rabaut. Without objection the statement of our colleague, Mr. Mailliard, of California, will be inserted in the record at this point.

(The statement is as follows:)

Statement of William S. Mailliard, Member of Congress, 4th District, California

Mr. Chairman, it is my pleasure to support in its entirety the budget request for the fiscal year 1958 of $785,000 for the United States Army Corps of Engineers' survey of the San Francisco Bay area.

In earlier testimony before your committee the need for the completed survey has been explained in detail. You have seen fit to recommend approval of funds necessary to commence work on the project. In order that this beneficial study may be sustained I respectfully request your assistance in obtaining moneys essential to the continuing success of the program.

The comprehensive investigation of the San Francisco Bay area will include consideration of the existing and potential requirements of navigation, flood control, transportation, water supply, land reclamation, national defense, and allied subjects.

The successful outcome of this general investigation has been aided greatly by the cooperation of the State of California. A recently completed exploration was directed toward implementing the water supply in the bay area.

The importance of the optimum development of the natural resources of the San Francisco Bay area is known and appreciated by all those acquainted with our national-defense picture and those who recognize the economic significance of this constantly expanding urban industrial region.

I sincerely hope your committee will act favorably in this matter.

Monday, May 20, 1957.

TERMINUS DAM, CALIF.

WITNESSES

DARRELL HALL
RAYMOND K. STIVERS

Mr. Rabaut (acting chairman). The committee will please come to order. We have present with us this morning Mr. Darrell Hall, who desires to make a statement with reference to the Terminus Dam project.

Mr. Hall, will you please come forward and take a chair?

Mr. Hall. Gentlemen, being a citizen of America I am concerned not only wtih my own local project which I am representing in Tulare County, Calif., but I am concerned with policies by our Government. As evidence of these policies I would just like to tell you how I feel about coming to a hearing, traveling a distance of 3,000 miles, and having 5 minutes to say a few words.

Mr. Rabaut. Off the record.

(Discussion off the record.)

Mr. Hall. I understand you gentlemen have a big problem, but after a while, if it keeps on like it is——

Mr. Rabaut. Mr. Hall, you are not talking about your project yet. You have gone off into another matter and I regret that our time is very limited. So please begin your statement.

Mr. Hall. That is what I was trying to get at. After a while we will not even have time to talk on the projects.

I have some things here to file with the committee.

I would like to read three telegrams into the record. I do not have copies of them, because they were just received this morning:

Parts of Three Rivers again isolated by flooding. Please listen to pleas of Mr. Hall for upstream protection.

TED BARTLETT.

The next telegram reads as follows:

Perhaps you heard over the radio yesterday that Three Rivers is flooded again due to rains and the high snows. The telegram is as follows:

Heavy rain in area yesterday. Same old story. Approaches to three bridges washed out except on forks. Stranded. All damage local. Valley unhurt. Rush upstream dam.

CLYDE JOHNSON.

The next telegram reads as follows:

From personal observation today I saw no flooding at Visalia from the high water on the Kaweah River of May 18 and 19, but did observe damage to ditches, roads, and bridges around the Three Rivers sustaining proof that upstream dams instead of Terminus Dam are necessary for protection of all the people.

PAUL MARKS.

Mr. Marks is president of the Hawkeye Ditch Co.

I have a letter here which I wish to file for the record from the Success Valley Property Owners Association.

Mr. RABAUT. Without objection, it will be included in the record at this point.

(The letter referred to follows:)

SUCCESS VALLEY PROPERTY OWNERS ASSOCIATION,
Porterville, Calif., May 15, 1957.

Mr. DARRELL HALL,
President, Kaweah River Property Owners Association,
Lemon Cove, Calif.

DEAR MR. HALL: This letter will authorize you to appear and testify in our behalf at the appropriation hearings of the House and Senate Appropriations Subcommittees on Public Works in regards to the 1957–58 appropriation for the Success Dam.

We will appreciate it if you will present information to the committee members along the lines that we have mutually agreed upon in the past, and if you will particularly stress the fact that the Success Dam, after a reasonable examination of all of the facts concerned, could and should be of much smaller size than is now proposed.

We fully indorse the material you are presenting entitled "So This Is America, Under the Heel of Militarism." What is true about Terminus Dam and the project in general is equally true about Success Dam on the Tule River.

Sincerely yours,

M. R. KINCAID, *Chairman.*

Mr. HALL. May I ask whether or not that association telegraphed you for time for me to say a few words in their behalf? They were going to do that.

Mr. RABAUT. What is the name of the association?

Mr. HALL. The Success Valley Property Owners Association.

Mr. RABAUT. Yes; they did.

Mr. HALL. You have a copy of a letter here to the President, Washington, D. C., of August 14, 1956, from the Chamber of Commerce of Three Rivers, Calif.

I would like to file that for the record.

Mr. RABAUT. Without objection, it is so ordered.

(The letter referred to follows:)

AUGUST 14, 1956.

The PRESIDENT,
Washington, D. C.

MY DEAR MR. PRESIDENT: The Three Rivers Chamber of Commerce membership voted, last night, at its regular meeting that a letter of thanks be sent to you for your veto of the Flood Control and Rivers and Harbors Development Act.

We have a severe problem here, having suffered great flood damage in the December flood. However, the huge proposed Terminus Dam below us will afford us no protection. As yet there has been no study of upstream flood-control possibilities.

We greatly appreciate your courage and sincerity in thinking of all of us.

Yours very truly,

LUELLA L. PRITCHARD, *Secretary.*

Mr. HALL. Mr. Chairman, I have a letter from the Kaweah River Property Owners Association on the subject of the Terminus Dam, and upstream dams, which I would like to file for the record. It is signed by Mr. Paul A. Spotts.

Mr. RABAUT. Without objection, the letter will be received for the record at this point.

(The letter referred to follows:)

KAWEAH RIVER PROPERTY OWNERS ASSOCIATION,
Three Rivers, Calif., May 15, 1957.

HOUSE APPROPRIATIONS COMMITTEE,
Washington, D. C.

GENTLEMEN: The Three Rivers Chamber of Commerce, the Kaweah River Property Owners Association, the soil conservation district, and individuals have repeatedly requested a comprehensive survey of the Kaweah River watershed for the purpose of water conservation and flood protection.

We feel that John Mollinger said a great truth when he stated, "We can never know what measures need to be taken on the main streams until the proper conservation measures have first been taken on the upland areas where the rain falls and where the floods begin."

As a group we firmly believe in soil and water resources development through local cooperation, and it is difficult for the reasoning mind to conceive of Terminus Dam being built for flood protection on the Kaweah River but arbitrarily located at a place which does not protect that part of the watershed which has been the most devastated in every major flood.

The proposed Army Corps dam at Terminus is within the Three Rivers Soil Conservation District. The cost is estimated at $22 million and may be much more. Seven million dollars or more of this amount will be spent in property acquisition and road and utility relocation, and yet does not provide for any water conservation or flood protection to the upper watershed which has had more total damage from all the major floods than the city of Visalia. As pumping in this area is not practical, our district is greatly in need of regulated streamflow.

Downstream structures do not benefit the upstream area, however, any upstream development benefits the downstream area; therefor, the primary consideration should be the upstream area. Any development downstream will unnecessarily duplicate the upstream water-conservation and flood-prevention works. Proper upstream watershed development could render the downstream project unnecessary. Both upstream and downstream development is an unnecessary duplication of water-holding structures and a waste of public money.

We are not asking for more flood-prevention works in addition to Terminus Dam. We want the taxpayers' dollar spent where it will benefit all of us—not just the private gain of a pressure group. We are well aware of the billions that have been appropriated for so-called downstream protection in contrast to the few millions which have been devoted to the more basic and fundamental watershed development program.

In view of the urgency of economy in public spending and the fact that any development upstream will duplicate the spending of $22 million downstream, we respectfully request, in the interests of economy and sound engineering prin-

ciples, that you precede any downstream construction with a comprehensive survey of the whole watershed area for the mutual benefit of all the interests.

Sincerely yours,

PAUL A. SPOTTS,
For the Board of Directors,
Kaweah River Property Owners Association.

We fully endorse the material entitled "So This Is America, Under the Heel of Militarism," by our president, Darrell Hall, which will be filed by him for the congressional record.—P. A. S.

Mr. HALL. The last paragraph says "We fully endorse the material entitled 'So This Is America, Under the Heel of Militarism,' by our president, Darrell Hall, which will be filed by him for the Congressional Record."

I have a copy of a letter from Archie McDowall, of Kaweah, Calif., that we would like to file for the record.

Mr. RABAUT. Without objection, it is so ordered.

(The letter referred to follows:)

KAWEAH, CALIF., *May 11, 1957.*

Subject: Terminus Dam.

HOUSE APPROPRIATIONS COMMITTEE,
Capitol Building, Washington, D. C.

GENTLEMEN: At this time last year I wrote to you asking that you not appropriate any further funds for Terminus Dam in Tulare County, Calif. I asked this on the grounds both of economy and for overall efficiency for a multiple upstream dams consideration and for funds for a physical survey of the upper watershed to establish beyond reasonable doubt the pros and cons of this debate between opposing proponents. And suggesting that these complete survey findings be entered in your files and records to facilitate future solutions of this nature and to help toward a possible national policy for water conservation and flood protection which as necessities are daily becoming so very evident.

I am heartened to petition your committee again this year because of the fact that we now have an economy-minded Congress. Now there is a grave difference between economy and parsimony and I would sincerely urge you gentlemen to make this distinction in your thinking.

To return to the subject matter, I feel that it is in line with true economy to marshal all the facts for consideration before our public moneys should be disbursed. I can safely challenge anyone in your committee, our Congressman from this district, Mr. Harlan Hagen (whom incidentally, I have voted for and still hold in high regard), our Army engineers, or any local pressure groups or others, to point to any physical survey ever being made in the interest of upstream dams for control of the Kaweah River. That is why I petition your committee for funds for this upstream survey to correct this hiatus in rational procedure.

I wish to make the point that deliberations by your committee or any deliberative body without all-out and comprehensive information must constitute an incredible situation to the reasoning mind.

May I point out to you gentlemen that most qualified experts on these matters including our Army engineers agree that the eventual solution to soil erosion, water conservation, etc., will only be brought about by controlling the precipitation where it falls, which is logically mostly at the upper reaches of any stream. This has been brought home to Californians where upstream check dams and channel clearance have had to be engineered to protect the downstream dams and reservoirs from silt sand and forest debris.

The decisions that you will have to make regarding dams in Tulare County, Calif., are small indeed when compared to the vast sums that you are called upon to be responsible for, but I cannot emphasize enough that water is so fundamental to our national good or even existence that policies sanctioned by your granting of funds can make for a healthy and continued growth for our national economy or might hinder and unwittingly cripple us for generations.

In the name and interest of true economy gentlemen, I ask you to sincerely consider my reasonings and my petition. Asking you also to pause and note that possibly these minority protests and questions that you are receiving now may not be the fully aroused majority voice of tomorrow when the leaven of

reason and logic have done their work of dispelling apathy and ignorance as to our national interest.

I trust that this letter will not be thrust aside both physically or in estimation as the grumblings of a disgruntled crank; I am by nature an optimist and fully believe that man's innate good sense will prevail in these as in other matters.

I could wish that this letter of mine were filed (not too deep) for further study by yourselves or to help any future deliberations such as yours.

I may again state in closing that I and many like me who live above the proposed Terminus Dam and who suffered so severely will not be protected by the downstream dam and are thus wide open for repeated calamity. It is in the county records that the flood of December 1955 and also all the previous floods brought more damage per capita, per mile of road, and to bridges lost in Tulare County above the proposed Terminus Dam than was suffered in the delta below.

I would ask you gentlemen to consider the cost of the big dam at Terminus that by these records only partially protects the delta, that does not eliminate recurrent costly floods to this upper area. Couple this with the expense of relocating people from their valuable properties and the subsequent loss in tax money plus the expense of rerouting and lengthening of the highway.

Compare this costly project that only partially solves our problems with an overall project that could protect and solve water problems for the whole delta without disturbing private properties or public roads, etc.

I hereby ask that your committee decline to grant any further funds for the Terminus Dam project until these surveys and findings as asked have been authorized, completed, and evaluated.

Sincerely,

ARCHIE MCDOWALL.

Mr. RABAUT. Do you want to file the telegrams?

Mr. HALL. No, sir.

I have a letter here from myself, which I would like to file for the record.

Mr. RABAUT. Without objection, it will be received for the record at this point.

(The letter referred to follows:)

KAWEAH RIVER PROPERTY OWNERS ASSOCIATION,
Three Rivers, Calif., May 15, 1957.

House Appropriations Committee:

James K. Abercrombie, Visalia water attorney, said in the 1956 hearings before the Committee on Appropriations, House of Representatives:

"I have made the positive statement that these people are not interested in flood control because the only way in which flood control can be obtained is by the construction of these dams, at the places and of the size proposed by the Corps of Engineers, United States Army."

Mr. Abercrombie is an attorney for the valley water interests. As you will see by the attached sheets Harry Barnes, a noted California engineer, had no trouble locating upstream dam sites on the Kaweah River. Also the Soil Conservation Service didn't have any trouble locating dam sites on the South Fork and General Cassidy told the House Appropriations Committee in 1956 that upstream dams were feasible.

I quote again from J. K. Abercrombie:

"We are concerned with people more than we are with property, by far, and with the suffering that has come from these floods; and, as we see it, the people come first. There is no possible way to prevent these disasters, such as we have been through, except by the construction of these dams."

Again he states: "This opposition would be in the mountainous area." Then again he says, "The only dissenting voice of which we have heard is from a handful of people with selfish motives. They are not actually interested in flood-control dams."

To the Appropriations Committee members I wish to say, Is Mr. Abercrombie a human being or is he a vulture fattening himself on the troubles and sufferings of others? We are just selfish mountain "oakies" gentlemen, but our testimony is not stuffed with lies and we have tried not to lose the moral qualities that make a man above an animal. Scores and scores of our Three Rivers neighbors suffered great losses in the flood.. By this I mean anything from their domestic

water works to everything they owned. Some people lost their homes, their personal belongings, and even their lot; they had nothing to go back to, and nothing to go back with. Did anything like this happen to Visalia? Ira J. Chrisman got his floor wet in Visalia. Some of the Three Rivers people lost as much as $50,000 to $60,000.

What did Chrisman say when we asked him to seek protective works for the whole river basin before Terminus was built? He said, "Think of what I lost and others in Visalia."

The upstream people, the selfish individuals, have asked for a program based on cooperation, investigation, and mutual benefit.

Respectfully submitted.

DARRELL HALL, *President.*

Mr. HALL. I also have a letter here from Harry Barnes, registered civil engineer, State of California, in regard to upstream dams above Terminus Dam, which I would like to file for the record.

Mr. RABAUT. Without objection, it is so ordered.

(The letter referred to follows:)

MADERA, CALIF., *April 13, 1956.*

Mr. DARRELL HALL,
President, Kaweah River Property Owners Association,
Three Rivers, Tulare County, Calif.

DEAR MR. HALL: In accordance with your request I am submitting herewith a location map and figures in respect of possible upstream storage sites on the Kaweah watershed. The estimates given are necessarily extremely approximate on account of the paucity of data in respect of the respective sites upon which to base conclusions. Areas and capacities of possible reservoirs and length and height of dams were scaled from the USGS topographic map. This map is on a scale of 10,400 feet to the inch with a contour interval of 100 feet. Necessarily the results can only be considered very general and not authoritative in any way. We visited certain of the suggested sites, but no surveys were made and no measurements taken. It is assumed, therefore, that in considering the data presented those limitations will be kept in mind. Actual surveys would undoubtedly show the necessity for considerable revision of figures submitted.

It is my understanding that the chief purpose in this is to show that certain potentialities of storage do definitely exist in the upper watershed and that they are extensive enough to justify thorough investigation in connection with any general storage plan proposed on the Kaweah River. This because of the necessity for flood protection in the town of Three Rivers and the entire upland area where the extensive and costly damage to highways, bridges, buildings, irrigation works, etc., by the recent floods has demonstrated that the benefits of flood control should not be confined to any particular area but should, if feasible, be extended to include the entire watershed where extensive flood damage occurs.

Yours truly,

HARRY BARNES,
Registered Civil Engineer, No. 2275, State of California.

Mr. HALL. I have a memo or a letter from the Soil Conservation Service which is a report on a survey of the water problems and flood control on the Kaweah River watershed in the Three Rivers Soil Conservation District, which I would like to file for the record.

Mr. RABAUT. Without objection, it is so ordered.

(The letter referred to follows:)

At the request of the Three Rivers Soil Conservation District board of directors, a survey of the water problems of the Kaweah River watershed on an interim basis pending completion of their supplemental memorandum of understanding, a reconnaissance survey of the South Fork of the Kaweah River has been made by Mr. Ray Parsons, area engineer, and Mr. Donald Foote, area soil scientist. The report is as follows:

"On September 18 and 19, 1956, a reconnaissance survey of the South Fork of the Kaweah River was made to determine the approximate area of land now under irrigation, the approximate area of land that could potentially be irrigated, and the determination of the possible sights for water storage and/or

flood control that might exist in the watershed of the South Fork. It was found that approximately 354 acres of land are now under irrigation with water from the South Fork, with late season water normally inadequate, with a number of ditches diverting water from the river used as the supply. Seepage losses of them should greatly increase their efficiency. Considerable improvement appears likely in the actual diversion works, making it possible to supply water from each of the individual ditches to a larger acreage than is now served by it.

"The survey indicates that there are approximately 900 acres of additional land that could be brought under irrigation, if adequate storage and/or distribution systems can be economically developed. A number of promising sights for water storage were found; more detailed investigation of these sights will be necessary, however. If, upon further investigation, they are found feasible, adequate regulation of water for irrigation on both the existing irrigated acreages and the potential irrigated acreage would be possible. Further, it appears that upstream flood-protection works on the South Fork would be desirable. The water storage sights mentioned above show promise of providing considerable flood-prevention storage in addition to irrigation storage.

"We expect as soon as our workload will permit, to continue the reconnaissance survey of the other forks of the Kaweah River and report our findings to you.

"Respectfully submitted by:

"M. RAY PARSONS., *Area Engineer.*
"DONALD E. FOOTE, *Area Soil Scientist.*"

Memo respecting possible reservoir sites on watershed of Kaweah River, Apr. 13, 1956

No.	Stream	Location	Area, acres	Capacity, acre-feet
1	South Fork	NE¼ sec. 36-17-28	290	22,000
2	do	SE¼ sec. 8-18-29	50	2,800
3	do	Center sec. 15-18-29	100	8,800
4	do	NE corner sec. 24-18-29	70	5,600
5	North Fork	NW¼ sec. 2-17-28	350	26,600
6	do	NW¼ sec. 35-16-28	510	21,700
7	do	NW¼ sec. 13-16-28	170	17,000
8	do	NE¼ sec. 2-16-28	75	3,500
9	East Fork	NW¼ sec. 10-17-29	100	8,000
10	Marble Fork	SW¼ sec. 23-16-29	80	4,500
11	Middle Fork	N¼ corner sec. 8-17-29	190	14,400

Memo from Harry Barnes, registered civil engineer, No. 2275, State of California.

Mr. HALL. I have a letter from the Hawkeye Ditch Co., Inc., by Paul Marks, president, which I will like to file for the record.

Mr. RABAUT. Without obligation, the letter will be incorporated in the record at this point.

(The letter referred to follows:)

HAWKEYE DITCH CO., INC.,
Lemon Cove, Calif., May 1¼, 1957.

Hon. CLARENCE CANNON,
Chairman, The House Appropriations Committee,
Washington, D. C.

GENTLEMEN: The largest peacetime budget in history is in your laps. It seems to be the mandate of a tax-ridden people, that you pare it down in size wherever possible.

You will be approached by a pressure group from Tulare County, Calif., headed by Congressman Harlan Hagen, to induce you to appropriate more millions for their pork barrel project, Terminus Dam.

Most of this pressure group will be from Visalia, Calif., which city suffered some discomfort in December 1955, from hub-deep water in the streets, flowing about ½ mile an hour.

Compare this to the Texas statewide floods of this year. Over 60 dead and 50 millions in damage reported in the newspapers.

Here in an approximate area of 100 square miles not 1 person was drowned, and I doubt if the damage could have been over $3 million or $4 million at the

most despite exaggerated claims. Most of the actual damage occured in Three Rivers, a mountain community above Terminus Dam.

Nevertheless we sympathize with Visalia and feel that an equable solution would be dams, to protect both Visalia and Three Rivers and the area between, on the tributaries of the Kaweah River.

We feel that the property and lives in our small mountain communities deserve equal protection with those of the larger valley communities. Or perhaps that's not the American way, when pressure groups roam the Halls of Congress and the scent of pork is in the air.

These small multiple dams could be constructed separately and over a period of years, such as is done by soil-conservation districts, thus relieving the strain on the Federal budget.

We earnestly ask you to reject the demands of the pressure group asking funds for immediate construction of $22 million Terminus Dam. We taxpayers will await your decision in this matter. We want tax relief and want it soon, from one great party or the other. Thank you.

From an eyewitness of the Kaweah Flood of 1955.

PAUL MARKS, *President.*

Mr. HALL. I have a clipping of December 22, 1956, from the Visalia Times-Delta submitted by the Kaweah River Property Owners Association with some notations on the page which I would like to file for the record.

Mr. RABAUT. Without objection it will be filed with the committee pending review as there are certain things we cannot accept for the record, such as maps.

Mr. HALL. There are no maps in any of these submissions.

(The clipping referred to was filed with the committee.)

Mr. HALL. I have a sheet here of the Visalia Times-Delta of Friday, December 21, with several notations on it. On the bottom corner I have a part here which I have marked which I would like to have inserted in the record.

This newspaper clipping and these remarks——

Mr. RABAUT. What remarks are those?

Mr. HALL. The newspaper clipping is submitted by the Kaweah River Property Owners Association, and this notation says—

For miles and miles and miles in the Kaweah Delta area the river has no banks above ground level. High water in the river has always flowed over the delta lands, enriching them.

Mr. RABAUT. That is not to be used as a part of that article; is it?

Mr. HALL. No, sir; these are remarks——

Mr. RABAUT. You will have to say those are the remarks of someone on this matter, otherwise it would be misleading.

Mr. HALL. These remarks are by Darrell Hall; is that sufficient?

Mr. RABAUT. That is all right.

(The matter referred to was filed with the committee.)

Mr. HALL. I have a map here that has a good many dam sites picked out on it which was prepared by Harry Perkins and myself, which I would like to file for your consideration.

Mr. RABAUT. You may file it with the clerk of the committee.

Mr. HALL. Now, gentlemen, since I was here a year ago I have been 12 months writing a report on the Terminus Dam project, and it is a factual record interspersed with remarks; it is copyrighted.

I would like to file it for the record in behalf of myself, in behalf of the Kaweah River Property Owners Association, in behalf of the Success Valley Property Owners Association and in behalf of Raymond K. Stivers.

We have all signed it as our signed statement.

Mr. RABAUT. Well, we will take it under review. Whether we will put it in the record or file it with the commitee will have to be decided later.

Mr. HALL. All right, gentlemen; that is fine.

Mr. RABAUT. This procedure will have to be followed on account of the volume of the statement. We will look it over.

Mr. HALL. I understand. I hope you will.

This project has no place in the United States of America.

I want to say for the record, and I would like to get this in the record, that this is a Corps of Engineers project, and from one end of this project, which was authorized in 1934, and survey started in 1936, to the present date, the records of the State are in support of the Corps of Engineers.

Our Senator told us that he did not analyze the project, he supported the Corps of Engineers. The Bureau of the Budget told us they did not analyze the project, but they supported the Corps of Engineers. The Corps of Engineers report is nothing but a set of lies and conniving intrigue from one end to the other.

Mr. RABAUT. Now, wait a minute. This committee, of course, is a committee of Congress. We are sent here and duly elected by the people of this country from our respective areas. The Corps of Engineers are the official advisers on engineering matters to the Congress of the United States. Everyone is subject to make mistakes, but we do not think it is right for you to come in here and tell us that the Corps of Engineers are liars. We just do not like that, and you would not like it if you were in the Corps of Engineers.

Mr. HALL. I take your remarks to heart.

Mr. RABAUT. When did you buy your property?

Mr. HALL. I take your remarks to heart. May I ask your name, please?

Mr. RABAUT. My name is Rabaut.

Mr. HALL. Yes: I have read your remarks in the record.

Mr. RABAUT. I have been here for 20 years.

Mr. HALL. I take your remarks to heart. I understand that this is America, and that we are not to call people liars, but above all, we do not need to have governmental projects that are based on fraud.

Mr. RABAUT. Well, that is the same thing. Now, you are accusing them of fraud. The engineers are not trying to defraud anyone. They can make mistakes, and we have discovered them in mistakes, but it is not in good keeping to come in here and accuse them in this manner.

Mr. HALL. This report will bear me out. It is a factual report, and I hope you gentlemen will use it from cover to cover.

Mr. RABAUT. That report you have is from someone else who is an engineer, I think.

Mr. HALL. This report, gentlemen, was written by me in person.

Mr. RABAUT. Well, I thought you said someone else wrote it. Did you not mention the name of an engineer?

Mr. HALL. That has nothing to do with this.

Mr. RABAUT. No, but it has something to do with your testimony here today. It involves a conflict or difference between engineers.

Mr. HALL. This thing I am speaking about——

Mr. RABAUT. I am not talking about that. I am talking about engineers.

Mr. HALL. We were talking about lies and fraud.

Mr. RABAUT. You may give us the report for the study of the committee.

Mr. HALL. All right. It is filed.

Mr. RABAUT. I just do not think it is proper to come in here calling other people liars.

Mr. HALL. The citizens of America are sick and tired of being called liars by the Corps of Engineers.

Mr. RABAUT. What citizens? That is not true.

The question is this, When did you acquire your property out there?

Mr. HALL. I acquired my property in 1952.

Mr. RABAUT. When was this project authorized to go on as it is now?

Mr. HALL. To go on as it is now?

Mr. RABAUT. What is the authorization date of this project?

Mr. HALL. The project was authorized in 1944.

Mr. RABAUT. And you bought your property in 1952?

Mr. HALL. Yes, sir.

Mr. RABAUT. Did you know at the time you bought it that the project was authorized in 1944?

Mr. HALL. Yes, sir. I have a letter from the Kaweah water master, in which he states it would not inundate my property.

Mr. RABAUT. Is he the Army engineer?

Mr. HALL. We also had a telephone conversation——

Mr. RABAUT. I said, is he the Army engineer?

Mr. HALL. No, sir; he is not.

Mr. RABAUT. Do not blame the engineers for what someone else told you.

Mr. HALL. We had a conversation with the Corps of Engineers in which they said it would not inundate my property.

Mr. RABAUT. Why did you not get that in writing?

Mr. HALL. Why do you not get a lot of things in writing from the Corps of Engineers?

Mr. RABAUT. You got something in writing from the other person that you mention, did you not?

Mr. HALL. I hope, gentlemen, that you will read the record that we have all signed.

Mr. RABAUT. We will investigate this record that you have placed before us, as we did the one you placed before us last year.

We are sorry to have a controversy and, incidentally, with all the witnesses we have testifying this is the only controversy we have had this year.

Mr. HALL. Gentlemen, there are no doubt good projects by the Corps of Engineers, but this one certainly could not be branded that.

Mr. RABAUT. We will take a look at your statement, because you said yourself you came into the picture long after the project was established.

Is there anything else for the record?

Mr. HALL. If I may have a few minutes for the Success Valley project, I would appreciate it.

Mr. RABAUT. You have had 15 minutes, now.

Mr. HALL. Except, Mr. Chairman, they asked me if I could represent them by saying a few words in their behalf.

Mr. RABAUT. You may file their statement for the record.

Mr. HALL. I do not have any statement to file, gentlemen.

Mr. RABAUT. Will you please prepare one and file it later?

Mr. HALL. How much time would I have to do that?

Mr. RABAUT. You can do it today, can you not?

Mr. HALL. File it to day?

Mr. RABAUT. Prepare the statement today and file it tomorrow morning.

Mr. HALL. They asked me the day I left to represent them and I had no time to prepare anything.

Mr. RABAUT. You have time now, do you not?

Mr. HALL. Yes, sir, I do.

Mr. RABAUT. Is Mr. Hugh Gorden present?

Mr. HALL. I do not think he is coming.

Mr. RABAUT. Is Mr. Stivers present?

Mr. HALL. I believe Mr. Stivers is in the room.

Mr. RABAUT. We will hear from Mr. Stivers at this time.

(The Success Valley project statement submitted by Mr. Hall is as follows:)

SUCCESS VALLEY PROPERTY OWNERS ASSOCIATION, PORTERSVILLE, CALIF.

HOUSE APPROPRIATIONS COMMITTEE,
Washington, D. C.

William Alexander, Porterville engineer, recently mentioned in effect, that millions of dollars had been spent for levee work and other types of local protection along the Tule River. We would like to say that millions have been spent in the Tulare Lake pool for levee protection but not along the Tule River. There are practically no levees along the Tule River, mainly because the river rarely, if ever gets large enough to do any damage.

The valley irrigators demand Success Dam under the guise of flood control, to hold the water longer in the summer, in order to cut down their personal pumping bills.

Flood-control dams can be built anyplace. Proposed Success Dam site is just a wide spot on the river with no solid footing under it. Flood-control dams can and should be built in the upper watershed, as has been shown by the Tule River Soil Conservation District in the material they presented to this committee in 1956 for the protection and benefit of the whole area in flood prevention and water storage.

The Corps of Engineers has not started any work on proposed Success Dam and has not purchased any of the dam site.

May 3, 1957, the State water board recommended that the department of water resources take steps to initiate the survey of the 250,000-acre area of the Tule River Soil Conservation District and funds were asked for that purpose in the California State budget.

Is there going to be money enough to build dams everywhere for all the pressure groups? Shouldn't we have a coordinated water resources program which is good for the whole country, not just special interests? Are we going to build big dams in the lower watershed then go to the upper watershed and build dams to hold the same water again? Shouldn't we start at the top where the water falls and work down until we have sufficient inexpensive storage to prevent floods downstream? In this way we would make unnecessary downstream and upstream works and the spending of twice as much tax money.

News releases indicate that in the recent Texas and Oklahoma floods, upper watershed protection measures, wherever completed, prevented flood damage. We ask you to consider complete watershed protection program before wasting public money on Success Dam.

Respectfully submitted.

M. R. KINCAID, *Chairman.*
By DARRELL HALL.

STATEMENT OF RAYMOND K. STIVERS

Mr. STIVERS. Mr. Chairman and members of the committee, my name is Raymond K. Stivers. I have been a licensed general contractor for 22 years. Practically every member of my family, including my brothers and father, are engineers, and I have an uncle at Fort Worth, Tex., who is a doctor of engineering.

In 1944 I went to Three Rivers and bought some property which I considered very beautiful. I moved from Long Beach where I was in the general contracting business and put in a beautiful subdivision, not before I received permission from the Tulare County Planning Commission, and the Tulare Board of Supervisors. They made me make a survey of my land so they could determine the high-water line if and when they ever built Terminus Dam. I did this: I put in my development before this so-called high-water line was established. The consensus of opinion among the board of supervisors and the planning commission then was that this is the high-water line but they will never build Terminus Dam—they are going to build those dams above Three Rivers.

Mr. RABAUT. Who said that?

Mr. STIVERS. The board of supervisors and the Tulare Planning Commission. Part of my property will be in the pool area. My family over there—at the time of the flood last Christmas—owned 24 ranches, running into millions and millions of dollars in the valley below. So, I am not fighting their interest. Gentlemen, I wish you could go to the neighborhood there, and you could see what we are fighting for. When I got on the plane Thursday at noon, in flying over Texas where they have been subjected to floods, I happened to gaze out the window and observed, it looked to me, like hundreds and hundreds of small dams, and all of them were full of water. When we landed at Fort Worth, I inquired of the man at the post office as to the effectiveness of these small upstream dams, and he said "if it had not been for those, Fort Worth would have been flooded."

The next morning after we arrived at our hotel the man at the desk informed me that he heard on the radio where our town had been flooded again. We immediately started receiving telegrams telling us of it. I have several of them here, but I will not introduce them for the record.

The main thing is that Three Rivers has around 3,500 people. There is some valuable river frontage property and if you figure it on the basis of land, I have sold in my subdivision alone, it runs into millions of dollars—nowhere near the estimate we have turned in before, or anyone else—and it is a shame.

If we build Terminus Dam as a flood-protection reservoir, you will flood out more valuable property by building the dam than will ever be saved in the next hundred years. We have introduced testimony and news items which I believe will bear that out.

I wish to enter into the record a letter here on the letterhead of the Southwest Builder and Contractor, the leading construction and engineering magazine of southern California.

Mr. RABAUT. Without objection, it is accepted for the record.

(The letter referred to follows:)

SOUTHWEST BUILDER AND CONTRACTOR,
Los Angeles, Calif., May 10, 1957.

Re the Construction of the Terminus Dam Project, California

HOUSE APPROPRIATIONS COMMITTEE,
Washington, D. C.

GENTLEMEN: The regulation and use of water and the development of the State of California have gone hand-in-hand. Unfortunately California history records that certain groups have perpetrated some of the costliest, crookedest, most unscrupulous deals plus some of the greatest pieces of engineering folly ever heard of in order to benefit their own special interests. Almost always the pattern for water control has been the same. One needs only to read of the history of Inyo County, Calif., during the time that Los Angeles selfishly managed to ruin this fertile area by wrongfully using Government laws to gain control of the water. Their methods were a crime against the people of Inyo County; against the people and taxpayers of Los Angeles; against the State of California; against the just administration of the Nation's laws. Not because the city came to Owens Valley for more water; that could have been arranged. All that was right could have been won at far less cost in millions and in good repute by a definite program of honest aboveboard dealing. The campaign began with wrongful use of Government functions. It continued in the engineering folly of creating a $25 million aqueduct without sanely providing for its supply; and it was carried on unscrupulously.

With adequate storage of floodwaters (by using upstream dams) there would have been little occasion for interference with the streams that were the lifeblood of Owens Valley; there would have been no destruction of homes and farms; Owens Valley towns would have continued to grow; there would have been water for all; millions of dollars would have been saved to the city; and Los Angeles would have created for itself a repute that generations could not forget.

Now, once again in California this pattern of "steal the water and ask questions later" is about to be repeated. This time, however, the special interests (the Corps of Engineers and certain influential valley farming interests) are operating under the guise of "flood control."

This so-called flood-control project, the Terminus Dam, is located on the main part of the Kaweah River in Tulare County, Calif. While the proponents of this $22 million project talk of flood control, their real objective is a large costly multipurpose project. A large dam which because of its location destroys $7 million of private property and utilities, and yet does not provide for any water conservation or flood protection within our district which has had more total damage from all the major floods than the city of Visalia. As pumping in this area is not practical, our district is much more in need of regulated streamflow than the lower river area. Furthermore the proposed Terminus Dam would have storage capacity much greater than actually needed for flood protection to the valley below.

We firmly believe that the real purpose of such a dam would be to provide cheap irrigation water to these same greedy valley ranchers who want the United States Government to foot the cost of this service. We believe that as in the case of *Inyo County* v. *Los Angeles*, the group in need of water are alert and using every pressure to put across an irrigation project, but making it appear in the eyes of the general public as a vital necessity for flood protection. In the interest of nation economy and the rightful use of Government functions we respectfully request the complete reconsideration of the worth of this project.

As an alternate to the Terminus project, we favor the investigation of upstream dams on the smaller branches of the Kaweah River. Proper upstream watershed developments could render the downstream project unnecessary. The proposed Army Corps dam at Terminus is within the Three Rivers Soil Conservation District.

In view of the urgency of economy in public spending and the fact that any development upstream will duplicate the spending of $22 million downstream, we respectfully request, in the interest of sound engineering principles, that you precede any downstream construction with a comprehensive survey of the whole watershed area for the equal benefit of all the interests.

Sincerely,

DEAN I. BOWLER,
Vice President.

Mr. STIVERS. As you have noted, the letter is signed by Dean I. Bowler, vice president. He happens to be a property owner in Three Rivers. He purchased a lot and built a home in my subdivision.

Mr. RABAUT. Has your subdivision already started building up?

Mr. STIVERS. It is just getting started. We have some beautiful buildings there.

Mr. RABAUT. I know you feel about it, because I was engaged in that business myself at one time—in the contracting and building business.

Mr. STIVERS. I believe you are from Michigan. I am from Michigan, too.

I have a letter here which I would like to file for the record which is signed by myself.

Mr. RABAUT. Without objection the letter will be made a part of the record at this point.

(The letter referred to follows:)

STIVERS RANCH,
Three Rivers, Calif., May 11, 1957.

Subject: Opposition to Terminus Dam on Kaweah River, Tulare County, Calif.

THE HOUSE OF CONGRESS, APPROPRIATIONS COMMITTEE MEMBERS,
Washington, D. C.

GENTLEMEN: My name is Raymond K. Stivers, and I own property and live in Three Rivers, Calif. Some of my property will, if Terminus is built, be inundated including my home, and for this and by strong opposition to Terminus I have been accused of being "selfish" by some of those of the proponents. My opposition should more truthfully be called support for a plan for flood control that would really be flood control, namely a series of smaller upstream dams above Three Rivers. The time is now for you gentlemen to decide whether or not our country is again played the "sucker" and taken for the millions of dollars that will wrongfully be spent in the promotion of this stupid folly of the United States Army Corps of Engineers. They care not for the soundness of their projects and will stoop to any act as long as it promotes the squandering of our Nation's wealth and natural beauty. They are intoxicated with the power they have gained throughout the years, and their past deeds show they would rather destroy those things of beauty, than to give any thought or consideration to the conservation of those things so dear to so many. They could not be honest and make the statements they have as regards the study and investigation as to our problem here on the Kaweah for flood control.

I remember that part of the reason for President Eisenhower's veto of the public works bill was "some of the projects have not been given sufficient study or review." I wish to point out a few items of interest I have gained from correspondence with the Army engineers and others, who necessarily should be interested in this Terminus Dam project.

In a letter of mine to our Senator Knowland on the Terminus subject, I felt that the matter of upstream dams should be given very serious consideration as a substitute for the low-level dam. The Senator forwarded my letter to the engineers and in turn received an answer of which I was mailed a copy. I wish to quote a paragraph from this letter:

"It is quite true, of course, that the construction of Terminus Dam would afford no protection for Three Rivers. That dam is needed, however, to protect the downstream reaches of the Kaweah River in which occured 90 percent of the damages caused by the December flood. Moreover, careful studies have shown that smaller upstream dams would not provide a suitable substitute for the protection of these downstream reaches. The findings of the Corps of Engineers on this point are supported by conclusions reached by the State of California and the Bureau of Reclamation as a result of independent studies. Both the State and the Bureau of Reclamation recommend the construction of a dam at the Terminus site.

"(Signed) E. C. ITSCHNER,
"Major General, United States Army."

After having read the above, please take note of the following as quoted from a letter of August 1, 1956, from the Bureau of Reclamation:

"In answer to your letter of July 20, we have never made any flood control surveys or investigations, as such, on the Kaweah River; nor have we done any field mapping of the area in which you are interested. * * * Information pertaining

to flood-control needs and benefits was obtained from the United States Corps of Engineers.

"(Signed) C. H. SPENCER,
"Regional Director."

Also from this letter dated June 29, 1956, from the State of California, Department of Public Works:

"The State has made no formal investigations or survey of flood control on the Kaweah River. Office studies were made by this division in connection with the following reports published in 1946: Views and recommendations of State of California on proposed report of Chief of Engineers, United States Army.

"(Signed) HARVEY O. BANKS, *State Engineer."*

I wish to point out in General Itschner's letter that "conclusions reached by the State of California and the Bureau of Reclamation as a result of independent studies" seem to be in conflict with the clear statements made in both letters from the Bureau of Reclamation and the State of California. It is very possible that General Itschner has been misinformed somewhere down the line, but it does serve to point out that this is not a thorough job of review and study. At no time was the Soil Conservation Service consulted. In fact, all efforts by the proponents of the smaller upstream dams for the Kaweah River watershed for consideration to their plan has always been ignored or quashed completely. To further quote from Engineer Itschner's letter: "That dam is needed, however to protect the downstream reaches of the Kaweah River in which occurred 90 percent of the damages * * *." This is a most ridiculous statement concerning conditions here on the Kaweah. Any survey, even at a glance, shows the locale of Three Rivers at about 800 feet above sea level, and just barely above the anticipated high water line of the pool area in back of Terminus Dam. Sixty percent of the Kaweah watershed is 5,000 feet and higher, where occurs the heaviest rainfall. Furthermore it is an established fact that the cause of last December's flood was high temperatured precipitation which melted snow deposits on the lower elevations and up to 10,000 feet. The normal snow level lies about 5,000 feet in this area. Even the proponents of Terminus have stated in resolutions filed in the hearings for 1957, on pages 772, 773, and 775: "Whereas during the period from December 21 to December 31, 1955, the watersheds of the Kings River, Kaweah River, and the Tule River were subjected to heavy high temperatured precipitation which melted the snow deposits on the lower level elevations and caused the most severe runoff from the latter two-named streams in the history of San Jouquin Valley." Now this should make it clear that there are plenty of possibilities for construction of dams above Three Rivers that would stop all surplus runoff in sufficient quantities that there would be no need whatsoever for the expensive Terminus—"to protect the lower reaches." Let us suppose that 90 percent of the damage was done below planned Terminus (using their figures, for which we disagree), if the water is stopped above where it originates it would save 100 percent of the damage. At this time it is nearly impossible to detect any signs of this flood below Terminus damsite, whereas in the Three Rivers area, there is still several big bridges under construction, and just a few days ago our highway was reopened where major repairs were necessitated. The homes and motels that have been washed away completely, can never be rebuilt at their original locations for even the real estate was washed away.

Now, on page 1784 of the hearings record of 1957, the engineers filed justification for Terminus Dam, to quote: "It will also improve the irrigation water supply by providing about 34,000 acre-feet of new water annually through reduction in evaporation in Tulare Lake." We have checked with the Kaweah River watermaster and find that his figures show the annual average in acre-feet of water entering Tulare Lake from the Kaweah is 16,000 to 20,000. We have here, it would appear, a method of producing about 16,000 acre-feet of water annually right out of thin air.

Also under "justification" the statement "The Kaweah River flood plain has experienced nine major floods since 1937." This is not quite true. We did have a flood in 1950, again all the damage was done in the Three Rivers area. The records kept by the State will show the figures for runoff of the Kaweah. Visalia has had on several occasions water in the streets, due according to their own papers, to negligent care of their ditches and underground tunnels letting them silt up. I have pictures that can bear this out as the truth.

I attended the Third National Watershed Congress last fall in Lincoln, Nebr., and heard Col. J. L. Person, of the Corps of Engineers, make the statement that his department had all intentions of cooperating with all other agencies in the matter of flood control. I imagine this statement was motivated by the fact that here in Lincoln the Soil Conservation Service is active in putting their upstream dams into operation, and the operation is so successful and was acclaimed by all as the most economical and practical plan for flood control. Here too the Army engineers abandoned their original plans for 4 multi-million-dollar dams and are now working with the SCS in the building of smaller dams. The intentions of the colonel to cooperate in the future as regards flood control, I believe, are open to question, for at no time since our return home from the Congress in Lincoln have I observed any evidence of this cooperation from the agency Colonel Person represents. On the contrary, some of our local citizens here have communications signed by the gentleman pointing out very clearly that they have no intentions of making surveys, for it is "unfeasible" at this time to consider dams above Three Rivers. So much for the colonel's cooperative intentions, but here I wish to quote one of his associates as regards "feasibility": "It is feasible to construct upstream dams to protect the upper watershed. This dam protects the lower watershed below Three Rivers, after the stream comes out of the foothills." General Cassidy made this statement as per the 1957 record of the hearings of the House on page 974.

Gentlemen, I wish to make this statement here that I know the hard-core sponsors of Terminus Dam are those interested in the re-regulation of the water-flow of the Kaweah. They have been able through their well-financed schemes to make it appear that it is the general public that is clamoring for Terminus as a flood protective device. Take note again in the engineers justification: "Terminus Reservoir will help to provide flood protection to 60,000 acres of highly productive agricultural land in the Tulare Lake area." It is these landowning interests that originally held meetings in Hanford and Bakersfield, Calif. (far removed are these cities from any flood threats), years ago to promote the building of Terminus Dam. They had acquired these lake-bottom lands for ridiculously low prices and were quick to grasp the meaning of such a water-controlling apparatus as Terminus (together with the proposed Success Dam, and the already built Pine Flat and Isabella Dams, all controlling waters entering Tulare Lake, none of which ever went to waste by entering the ocean). The flood that Visalia experienced last Christmas was just the perfect trigger to set off a clamor for flood protection and the schemers lost no time at all in throwing their plan into high gear, and Terminus Dam was waved before everyone's eyes as the only answer, completely ignoring and forgetting that it was common talk of the whole area that if any flood-control measures were ever installed on the Kaweah they would be the smaller upstream dams in preference to the Terminus project. If you gentlemen lived here you would know this to be the truth. It is these same interests that within days of the flood voted $20,000 to help promote Terminus, and the formation of the Terminus-Success Flood Control Dams Association really came into being. Please note the emphasis that they are "flood control," yet all meetings, as reported by the papers, are held in offices of the irrigation districts.

Our community has had a regular invasion of "salesmen" made up mostly of the engineers, engaged in an active campaign of selling the wonderful advantages of having the "beautiful lake" as a result of the building of Terminus Dam. The merchants of Three Rivers have been made to believe they are going to be enriched by the resulting business activity of sportsmen on and around the "lake." Experience of the past proves this is impossible, for the results instead of being pleasant, are disappointing, stinking mudflats being about the only results. Our local newspapers have been infected with the fever of activity that the spending of all these millions of dollars will bring to the area. It is impossible to get them interested in our plan. Economy may be good for the other fellow, but they want this money spent here and the more the merrier.

The case for upstream dams has been presented; we seek an unbiased survey, until we get it and the facts of this Terminus project are aired, I ask you, gentlemen, to refuse funds for any further work to the United States Army Corps of Engineers.

Sincerely,

RAYMOND K. STIVERS.

Mr. STIVERS. I have another letter here that is signed by Mrs. L. M. Clarke which I would like to have entered into the record.

Mr. RABAUT. It will be accepted for the record at this point.

(The letter referred to follows:)

THREE RIVERS, CALIF., *May 10, 1957.*

Re: Opposition to Terminus Dam, Tulare County, Calif.

Mr. CHAIRMAN AND MEMBERS OF THE COMMITTEE ON APPROPRIATIONS,
United States House of Representatives,
Washington, D. C.:

It has been a little more than a year since our terrible flood of Christmas 1955, and some of our neighbors are still suffering from its effects; some had their homes completely washed away together with the lands where they stood. There are several large main highway bridges and several sections of highway that are just now being reconstructed. In no other area can there be found today the signs left from this flood as can be found here in Three Rivers. I wish to call attention to the fact that the Three Rivers area is above the site for the planned Terminus Dam, a project variously estimated at from $4 million to as high as $32 million. According to the authorities this Terminus project will be the final answer to all future floods for this area.

I understand from the papers that the authorities have selected the site for this dam only after independent and thorough surveys were made by the Bureau of Reclamation, and the State of California as to proper flood control on the Kaweah River. Yet, I have read letters from both the State and the Bureau of Reclamation, in which the flat statement is made that they have never made any surveys for flood control of the Kaweah River. I have talked with men of the Soil Conservation Service, having ourselves just formed a district, and they are anxious for the chance to make a survey to establish the possibility for higher upstream dams. I have read many articles about the success of the SCS flood-control plans as has been adopted in other sections of our country. It seems that the cost factor always runs much less for the upstream plan than does the big dam such as Terminus. If there is the possibility for us to have this plan I think it only fair that the proper survey should be made before any more money is wasted on Terminus Dam.

Terminus Dam will of necessity destroy many miles of beautiful river frontage. Much of this is developed into beautiful resorts, motels, subdivisions and much of the land is in orange groves and permanent pasture. Many new homes will needlessly be destroyed. The smaller dams above Three Rivers will give us protection as well as all those below in the valley.

Is there any basis in fact for the economy movement as put forth by so many of our elected representatives? If there is please see that no money is voted for this monstrous Terminus Dam. It is nothing but a scheme to get more money spent, at a time when we should all be interested in economy. Remember: the upstream dams can, at terriffic savings, protect more people, destroy no homes, and do a much better job of real conservation.

Sincerely,

(Mrs.) L. M. CLARKE.

Mr. STIVERS. I take it by now you have gathered that I am in opposition to the building of Terminus Dam.

Mr. RABAUT. You have made a nice statement, too.

Mr. STIVERS. The mystery to me is that at a time when the country is seeking economy that they are striving to put in a project that will run at the present time to $22 million, when in 1944 when this project was approved by Congress at which time I owned considerable property in Three Rivers and did not know anything about it, it was a $4.6 million overall project.

Now, it has increased to $22 million, and that does not include, I know, all the land values there, and their worth, which will be destroyed forever.

Mr. RABAUT. You think the land values or the estimate or appraisal of the land values by the Corps of Engineers is much lower than it should be?

Mr. STIVERS. If you will pardon me, sir, the propaganda in the local newspapers is that the only land which is being damaged by the building of the dam is rangeland.

Mr. BUDGE. Mr. Chairman, could I ask a question at this point?

Mr. RABAUT. Surely.

Mr. BUDGE. With reference to this original authorization for $4 million which is now $22 million, has there been a reauthorization of the project?

Mr. STIVERS. No, sir.

Mr. BUDGE. Thank you.

Mr. STIVERS. They have raised the height of the dam. I have with me, and I know it will take time to read it, but I believe that a project running into the millions of dollars that for every minute I talk I might save the Government $5 million.

I have a book put out by the State of California after the floods here. It says that a pool that would hold 8,800 feet of water would have contained the entire floods from December 21 until December 27.

The original authorized project of Terminus Dam was 100,000 acre-feet. It has since been increased due to this flood to 145,000 acre-feet, but those few of us who have looked into this project have found that that is wholly unnecessary. However, I am not against the project being increased, but I am against it entirely after the investigation I have made as to the possibility for upstream dams.

Mr. RABAUT. Off the record.

(Discussion off the record.)

Mr. STIVERS. Mr. Chairman, I believe I am not being purely selfish, as I have been called, in appearing here. I have looked into this question here.

Mr. RABAUT. Who said you were being selfish in appearing here?

Mr. STIVERS. It is right in the Congressional Record. I have been called selfish because I am objecting to Terminus Dam. What I want will protect us in our neighborhood as well as those people down below us. Who is being selfish? I wish to point out what I believe is in back of the clamor for this dam:

We all want flood protection, but it can be built above us for a fraction of the cost of the Terminus Dam, and it can be built for the cost of the land acquisition alone, in connection with the construction of the Terminus Dam.

I would like to read one paragraph from a local paper in regard to this project.

Mr. RABAUT. You may proceed.

Mr. STIVERS (reading):

> It will not cost the people of Porterville or Tulare County any money at all. It is all paid by the United States, and Porterville will not be out anything, with a great deal to gain. If the cost should be $1 million or any exorbitant figure that has been thrown to the wind, it is not for Porterville to worry about. Uncle Sam pays the bill and Porterville will benefit by a large payroll of men employed for several years.
>
> Apart from this, there would naturally be the purchase of supplies from merchants here. We need the dam and must work for it. We want the payroll as well as further agricultural development and flood protection which will accrue.

Mr. RABAUT. Does that conclude your statement?

Mr. STIVERS. Yes, sir, and I thank you very much.

Mr. KIRWAN. Mr. Stivers, what is Mr. Albert Elliott doing out there now?

Is he a supervisor?

Mr. STIVERS. I am from Long Beach and have gotten more acquainted with the Congressman from Long Beach, and so forth, than I have those in the local neighborhood. Unfortunately, our local Congressman was on the fence originally on this project.

Mr. Chairman, I have another item which I wanted to file.

Mr. RABAUT. Without objection, it is so ordered.

(The matter referred to follows:)

[Three Rivers Current, January 14, 1956]

DAM, DAM, WHO'S GOT THE DAM?

It is fortunate this week's issue was delayed because now we can blow off some steam as a result of an editorial on Terminus Dam in Thursday's Visalia Times-Delta. The article first speaks of planning a campaign to raise funds to push the project, then it goes on to state that it was apparent at a meeting held Thursday that opposition would be inevitable as it had been in the past. Now we quote the rest of the article direct:

"There has been opposition in the past, for example, from folks * * * and they are good, solid citizens, too, who would live upstream from the two planned dams. This is true of the area lying upstream from Terminus Dam, including Three Rivers, and territory upstream from Success Dam, including the Springville area.

"The argument of these people is that the proposed dams will benefit them not at all. They would like to see smaller dams constructed upstream on the various forks of the rivers to protect their areas from flooding.

"There is no one who denies that the dams they seek eventually must become a part of the flood-control systems of both the rivers. But a start must be made somewhere.

"The two big downstream dams already are authorized by the Congress. Considerable sums of money already have been spent in planning them. Now all we need is additional funds to start work on them.

"When they are completed, the residents of these higher up areas may be sure that the 'valley folk' will not forget them when it comes to asking for additional flood-control dams to protect them.

"We ask their cooperation now to get started on the dams already authorized. These dams will do them no good, to be sure. But they will do them no harm, and they should see that once the ball really gets rolling on the flood-control projects, the time when they will reap benefits will be that much closer."

Whoever wrote this article evidently doesn't read his own paper. In Wednesday's Delta, there is a report on the chamber of commerce meeting that states that Three Rivers would cooperate toward Terminus Dam. That article was certainly uncalled for and most unfair.

We are almost overcome by the "big brother" attitude expressed when we "may be sure that the valley folk will not forget them"—after Terminus is built, of course. It might be of interest to note that:

1. According to the Red Cross, the losses here are higher here than elsewhere because entire homes and businesses were lost.

2. State division of highways superintendent, S. A. Dodd, estimated the road damage in Three Rivers at between $200,000 and $300,000 and Woodlake at $50,000 to $60,000.

3. Where else were a large number of residents completely cut off for days?

4. Where else do parents drive miles over muddy washouts and temporary bridges to meet the school buses?

5. Where else was a road block maintained for nearly 3 weeks, allowing only necessary or emergency vehicles through, and why was this done—just for fun? There is another big difference, too. Three Rivers is not yelling its head off for dams! Everyone has been too busy mucking out and trying to get things straightened.

The valley had at least 12 hours' notice of the approaching flood. No one has mentioned that a series of small dams would protect Three Rivers and the valley. The request for cooperation now and generous offer to help toward small dams after Terminus is completed is most touching—but it doesn't take a mental giant to figure out who should be helping who!

MONDAY, MAY 20, 1957.

OREGON PROJECTS

WITNESSES

HON. EDITH GREEN, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF OREGON
HON. WAYNE MORSE, UNITED STATES SENATOR FROM THE STATE OF OREGON
HON. AL ULLMAN, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF OREGON
HON. RICHARD L. NEUBERGER, A UNITED STATES SENATOR FROM THE STATE OF OREGON
CAPT. RALPH CAPLES, PRESIDENT, COLUMBIA RIVER PILOTS
HAROLD B. SAY, WASHINGTON, D. C., REPRESENTATIVE OF THE PORTLAND (OREG.) CHAMBER OF COMMERCE
LaSELLE E. COLES, SECRETARY-MANAGER OF OCHOCO IRRIGATION DISTRICT
W. S. NELSON, DIRECTOR OF THE COLUMBIA RIVER DEVELOPMENT ASSOCIATION
KENNETH FRIDLEY, REPRESENTATIVE OF OREGON WHEAT GROWERS LEAGUE
IVAN BLOCH, INDUSTRIAL CONSULTANT, PORTLAND, OREG.
L. C. SHERWOOD, OREGON STATE PUBLIC PORTS AUTHORITY ASSOCIATION
HON. CHARLES O. PORTER, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF OREGON

Mr. RABAUT. The next item for the consideration of the committee involves various projects in the State of Oregon, and we are happy to have with us at this time Congresswoman Edith Green, of that great State.

Mrs. Green, you have been allotted 20 minutes for your time, and we will start it at this time.

Mrs. GREEN. Thank you very much, Mr. Chairman. We will try to use that 20 minutes to the best advantage.

May I, first of all, express my appreciation to you and the other members of the committee for allowing us this time. We are well aware of the demands that are made upon your time with 435 congressional districts.

I would ask permission, Mr. Chairman, to file a chart for the Oregon delegation.

Mr. RABAUT. Are there any maps in it?

Mrs. GREEN. No, sir.

Mr. RABAUT. Without objection, the chart will be accepted for the record at this time.

(The chart referred to follows:)

Summary—Appropriations, Army, civil functions, and Bureau of Reclamation recommendations of Senators Morse and Neuberger and Congresswoman Green and Congressmen Ullman and Porter for fiscal year 1958, July 1, 1957–June 30, 1958

ARMY CIVIL FUNCTIONS, CONSTRUCTION

Project	Project cost	Benefits	Status	Amount in President's budget	Amount usable, fiscal 1958	Amount recommended by Senators Morse and Neuberger, Representatives Green, Ullman, and Porter	Additional recommended by Senators Morse and Neuberger, Representatives Green, Ullman, and Porter
A. NOT STARTED (NEW STARTS AND RESUMPTIONS)							
I. NAVIGATION							
Channels and harbors:							
Tillamook Bay and Bar, Garibaldi Basin	$111,000		Authorized	0	$111,000	$111,000	$111,000
Columbia River between Vancouver and The Dalles: [1]							
27-foot channel, Vancouver to Bonneville.	910,000	Improvement of alinement	do	0	500,000	500,000	500,000
27-foot channel, Bonneville to The Dalles.	1,990,000	Rock removal, Eagle Creek Point and Cascade Rapids.	do	0	600,000	600,000	600,000
Alteration of existing bridge across Columbia River.	[2] 1,150,000	Navigation	do	0	10,000	10,000	10,000
Coos and Millicoma River	487,000	do	do	0	19,000	19,000	19,000
Rogue River Harbor at Gold Beach	3,950,000	Provides jetties and channel improvement.	do	$21,000	250,000	250,000	229,000
II. FLOOD CONTROL							
Local protection:							
Lower Columbia River bank protection	7,860,000	Flood Control	do	40,000	612,000	612,000	572,000
Clatskanie River area	160,000	do	do	0	15,000	15,000	15,000
Hayden Island	545,000	do	do	0	36,000	36,000	36,000
Beaver Drainage District	186,000	do	do	0	147,000	147,000	147,000
Clatskanie Drainage District	162,000	do	do	0	162,000	162,000	162,000
Clatsop County Diking District No. 1	22,000	do	do	0	22,000	22,000	22,000
Clatsop County Diking District No. 6	50,000	do	do	0	50,000	50,000	50,000
John Drainage District	88,000	do	do	0	73,000	73,000	73,000
Deer Island Drainage District	459,000	do	do	0	23,000	23,000	23,000
Magruder Drainage District	62,000	do	do	0	62,000	62,000	62,000
Midland Drainage District No. 1	108,000	do	do	0	83,000	83,000	83,000

[1] See operation and maintenance section for appropriation for balance of project work.

[2] Federal funds.

Summary—Appropriations, Army, civil functions, and Bureau of Reclamation recommendations of Senators Morse and Neuberger and Congresswoman Green and Congressmen Ullman and Porter for fiscal year 1958, July 1, 1957–June 30, 1958—Continued

ARMY CIVIL FUNCTIONS, CONSTRUCTION—Continued

Project	Project cost	Benefits	Status	Amount in President's budget	Amount usable, fiscal 1958	Amount recommended by Senators Morse and Neuberger, Representatives Green, Ullman, and Porter	Additional recommended by Senators Morse and Neuberger, Representatives Green, Ullman, and Porter
A. NOT STARTED (NEW STARTS AND RESUMPTIONS)—Continued							
II. FLOOD CONTROL—continued							
Local protection—Continued							
Rainier Drainage District	$520,000	Flood Control	Authorized	0	$200,000	$200,000	$200,000
Woodson Drainage District	81,000	do	do	0	81,000	81,000	81,000
Scappoose Drainage District	817,000	do	do	0	38,000	38,000	38,000
Willamette River Basin, channel improvement and Major Drainage.	2,480,000	do	do	0	86,000	86,000	86,000
John Day River	610,000	do	Authorized, preparation of justification report.	0	15,000	15,000	15,000
Malheur River	490,000	do	Authorized	0	25,000	25,000	25,000
Prineville area	50,000	do	do	0	46,000	46,000	46,000
Umatilla River	472,000	do	do	$16,000	16,000	16,000	----------
Pendleton	446,000	do	do	400,000	400,000	400,000	----------
Pilot Rock	281,000	do	do	0	10,000	10,000	10,000
Multnomah County Drainage District No. 1.	1,740,000	do	Authorized, ready for construction.	500,000	500,000	500,000	----------
Sauvies Island Drainage District	574,000	do	do	0	150,000	150,000	150,000
Peninsula Drainage District No. 1	1,090,000	do	do	0	150,000	150,000	150,000
Peninsula Drainage District No. 2	1,040,000	do	do	0	150,000	150,000	150,000
Willamette River Basin, channel clearing and snagging.	2,480,000	Reduce bank erosion, rectify channel.	Authorized	0	25,000	25,000	25,000
Reservoirs:							
Blue River Reservoir	13,700,000	Flood control	do	100,000	100,000	100,000	----------
Fall Creek Reservoir	18,800,000	Flood control, navigation, irrigation.	do	0	150,000	150,000	150,000
Holley Reservoir	12,500,000	Flood control	do	100,000	100,000	100,000	----------
III. MULTIPLE-PURPOSE PROJECTS INCLUDING POWER							
John Day	350,000,000	Flood control, power and navigation.	do	0	8,000,000	8,000,000	8,000,000

Green Peter	58, 400, 000	Flood control, power	Authorized, would complete planning.	225, 000	500, 000	500, 000	275, 000
B. CONTINUING PROJECTS							
I. NAVIGATION							
Channels and harbors:							
Columbia River at mouth: 48-foot channel	9, 540, 000	Navigation	Authorized River and Harbor Act of 1905, modified, River and Harbor Act of 1954.	1, 150, 000	1, 150, 000	1, 150, 000	
Chetco River small boat channel and jetty	425, 000	Navigation, stabilization of channel.	Over half completed	200. 000	200, 000	200, 000	
II. FLOOD CONTROL							
Local protection:							
Amazon Creek	1, 168, 000	Flood control	⅔ completed	446, 000	446, 000	446, 000	
Willamette River Basin bank protection	11, 600, 000	Flood control, bank protection	52 percent completed	300, 000	800, 000	800, 000	500, 000
III. MULTIPLE PURPOSE PROJECTS INCLUDING POWER							
The Dalles lock and dam	260, 000, 000	Flood control, navigation	Authorized, under construction.	19, 000, 000	19, 000, 000	19, 000, 000	
Cougar Reservoir	39, 900, 000	Power, storage, flood regulation	do	6, 570, 000	6, 570, 000	6, 570, 000	
Hills Creek Reservoir	34. 500, 000	Power, flood control	do	4, 800, 000	4, 800, 000	4, 800, 000	
C. EXAMINATIONS AND SURVEYS							
Upper Snake River	350, 000	Flood control	Authorized	100, 000	100, 000	100, 000	
Columbia River review	435, 000	Review 308 report	do	185, 000	185, 000	185, 000	
Rogue River and tributaries survey report	70, 800	Flood control, power, irrigation	do	0	44, 000	44, 000	44, 000
Umpqua Harbor and River	7, 000	Navigation	Authorized, February 1956	0	7, 000	7, 000	7, 000
Grand Ronde	120, 000	Flood control	Authorized	0	35, 100	35, 100	35, 100
Crooked River	22, 100	do	do	0	16, 200	16, 200	16, 200
Coquille River and tributaries	35, 000	do	do	25, 000	25, 000	25, 000	
Coquille River resurvey report	3, 500	Navigation	do	0	3, 500	3, 500	3, 500
Umpqua River report	140, 600	Flood control	do	27, 100	27, 100	27, 100	
Yamhill River	65, 000	do	do	0	31, 500	31, 500	31, 500
Umpqua River at Winchester Bay	5, 000	Navigation	do	2, 800	2, 800	2, 800	
Columbia River, mouth to Portland: Vancouver survey modification 35-foot channel	125, 000	Navigation, reduction in annual maintenance costs.	Authorized by resolution of Public Works Committee.	0	40, 000	40, 000	40, 000
D. OPERATION AND MAINTENANCE							
Columbia River between Vancouver and The Dalles	2, 500, 000	Dredging and silt removal	Authorized	0	1, 250, 000	1, 250, 000	1, 250, 000

Summary—Appropriations, Army, civil functions, and Bureau of Reclamation recommendations of Senators Morse and Neuberger and Congresswoman Green and Congressmen Ullman and Porter for fiscal year 1958, July 1, 1957–June 30, 1958—Continued

BUREAU OF RECLAMATION

Project	Project cost	Benefits	Status	Amount in President's budget	Amount usable, fiscal 1958	Amount recommended by Senators Morse and Neuberger, Representatives Green, Ullman, and Porter	Additional recommended by Senators Morse and Neuberger, Representatives Green, Ullman, and Porter
Construction and rehabilitation:							
Crooked River	$6,603,000	Irrigation and flood control	Authorized	$850,000	$850,000	$850,000	
Wapinitia	581,000	do	do	400,000	400,000	400,000	
Deschutes, north unit	14,288,000	do	do	42,000	42,000	42,000	
Klamath (Oregon and California)	21,060,014	Irrigation	do	209,753	209,753	209,753	
Arnold	69,000	Reconstruction of flumes	do	69,000	69,000	69,000	
Rogue River Basin, Talent Division	19,200,000	Flood control, irrigation and power.	Under construction	6,041,000	6,041,000	6,041,000	
Project investigations:							
Baker, upper division	288,000	Irrigation		22,303	22,303	22,303	
Pendleton	325,000	do		52,000	52,000	52,000	
Post	125,000	Supplemental irrigation water		56,000	56,000	56,000	
The Dalles, eastern division	25,000	Irrigation	Reconnaisance investigation.	25,000	25,000	25,000	
The Dalles, western division	135,000	do		50,000	50,000	50,000	
Upper Owyhee	140,000	Supplemental storage	Preparation of feasibility report.	8,311	8,311	8,311	
Vale, Bully Creek extension	112,000	Irrigation and flood control	Complete planning	1,526	1,526	1,526	
Umatilla project	10,000	Rehabilitation of 2 divisions		10,000	10,000	10,000	
Molalla		Irrigation		56,000	56,000	56,000	
Yamhill		do		690	690	690	
General investigation projects:							
Columbia River Basin	1,433,800			68,800	68,800	68,800	
Upper and Middle Snake	1,000,000			340,589	378,089	378,089	$37,500
Total	8,537,887,014			42,510,872	56,590,672	56,590,672	14,079,800

Mrs. GREEN. As you will note, Mr. Chairman, this is a chart of the various projects in Oregon.

I would also ask permission to present at this time my statement in behalf of these projects.

Mr. RABAUT. The gentlewoman may proceed.

STATEMENT OF REPRESENTATIVE EDITH GREEN

Mrs. GREEN. Mr. Chairman and members of the subcommittee, I appreciate greatly your courtesy in granting me this opportunity of appearing before you today in support of appropriations for various public works projects in my district and in my State.

On behalf of all the Democratic members of the Oregon congressional delegation, I wish to file for inclusion as part of our testimony a detailed breakdown, project by project, of the funds which we are—individually and jointly—requesting to be appropriated for these purposes.

I am also asking permission to file on my own behalf and as part of my testimony a detailed statement on each of the projects in or closely affecting my district.

My presentation to you today is divided into three major parts: the need for maximum development of the avenues of commerce—the great rivers of Oregon; the urgency of flood-control measures; and the urgency involved in the early construction of the many projects which will provide Oregon with low-cost power.

In appearing before you to support this request for appropriations for these projects, we are in essence asking for future "trade, not just aid." The proof is in history that an investment in dams to harness Oregon's water resources so as to provide cheap power, in navigational aids to its rivers and harbors, and in flood control and protection, is repaid manyfold.

America will prosper as the individual States proper—as Oregon prospers. That is the cornerstone of our Union. The Nation is joined together in common purpose and common economic aim. We have no barriers surrounding our States—the prosperity of one flows naturally and normally into the others. America cannot afford not to develop fully the water resources of Oregon and the Northwest.

Let me turn first to a broad discussion of the aids to navigation which we seek. As you will recognize, these are specifically tied in to the development of the Northwest's trade and commerce—to its future economic prosperity.

First, there is need for continuing the existing work at the mouth of the Columbia River to provide for a channel 48 feet deep. This project is already underway and the funds which we seek are included in the budget request. The ratio of benefits to costs over a 5-year range is conservatively estimated at 1.68 to 1. Total ocean commerce for Portland and other Columbia ports has been averaging over 9 million tons annually in recent years. This figure can be substantially increased when the project is completed. In an average year, more than 5,000 longshoremen work in the lower Columbia River area with a payroll of around $12 million. Completion of this work will mean that finally the Columbia River ports will have a first-class channel and will eliminate the bottleneck that presently restricts their tremendous

potential for growth—for a greater volume of domestic and worldwide shipping and the expansion of industry and creation of new jobs that will follow it.

The appropriation requested—$1,150,000—which is the same as the amount included in the budget—will essentially complete the channel dredging and I earnestly hope it will be granted.

A further item to improve navigation and bring "more trade, less aid" to Oregon is the need for a restudy of the Columbia River from its mouth to the city of Portland. This has been recently authorized by the Senate Public Works Committee.

While the budget does contain an amount of $185,000 for the Columbia River review, it contains no mention of the studies which are also needed of the Columbia River from its mouth to Portland, so that the adequacy of the existing channel may be thoroughly studied. For such studies an additional amount of $40,000 is needed. I sincerely hope that the subcommittee will approve both these requests.

And finally, with respect to navigational aids, I urge an immediate appropriation to continue work on the authorized 27-foot channel from Portland to The Dalles. Other members of the delegation will be speaking on this project specifically, and the details on it are contained in the supplementary materials which I am inserting in the record. The importance of this work will also be emphasized by the witnesses from Oregon who are here today to testify in person. They will tell you in far greater detail, within the limits of the time allotted to them, the great benefit to shipping in and out of The Dalles this 27-foot channel will be.

Another project involving a relatively small amount of Federal funds but of prime and pressing need to the city of Portland and of Vancouver is that relating to the alteration of the existing bridge across the Columbia between those two cities. The detailed description of this project is contained in the materials which I am inserting in the record, so that you will have it before you when you consider this matter.

One thing I should point out particularly. The States of Oregon and Washington have offered to share in the total alteration cost of the existing bridge, thus reducing the cost to the Federal Government by over $1 million. But it is very necessary that this year's appropriation act carry this relatively small amount—$10,000—for this project. I earnestly request its appropriation.

You will note that the projects I have been discussing—completing the work at the mouth of the Columbia River, studying the river from its mouth to Portland, the alteration of the bridge between Vancouver and Portland, the work on the 27-foot channel—all form a package program with one objective—bringing the vast resources of the Pacific Northwest closer to industrial and commercial markets and increasing the economic productivity of that region.

They are all part and parcel of the "more trade, less aid" concept—the idea of a little being spent today to bring in far more tomorrow.

Now let me say a word or two about some of our flood-control projects.

You will note that the President's budget requests the appropriation of $500,000 for flood-control projects in Multnomah Drainage District No. 1, but makes no mention of equally needed work in Peninsula Drainage District No. 1 and Peninsula Drainage District No. 2.

The Corps of Engineers has informed us—as you will note from the breakdown before you—that the sum of $150,000 is needed in each of these districts.

On the detailed sheets with respect to each project, you will also note the exact type of flood-protection work which would be accomplished with this sum.

I need not remind the members of this subcommittee of how harassing it is to live constantly under threat of flood. In the case of these three districts, this is no idle threat. It was not too many years ago—in Peninsula Drainage District No. 1—that the raging waters of the Columbia completely wiped out Vanport, a city of over 30,000 people in less than an hour's time. The threat of a recurrence is constantly on the minds and hearts of the people of these districts.

It is a penny wise and pound foolish policy that spends a million dollars, as we had to do last year, for temporary measures when with forethought adequate permanent steps can be taken—in advance—to afford the men and women and the industries of these districts adequate protection.

I urge, therefore, that the full amount of $800,000 needed by these three districts for flood protection be approved by this subcommittee, $500,000 in Multnomah District No. 1, and $150,000 in each of Peninsula Districts 1 and 2.

And finally, let me say a few words with respect to the great multipurpose projects for which funds are requested.

We who have worked on behalf of the development of John Day were extremely disappointed when the President did not include a cent for the construction of the dam in his budget, despite the years and $2 million spent in planning for its construction.

The only analogy that came to mind was that of the homeowner who sees the topsoil in his yard being washed down the embankment—but keeps putting off the building of a retention wall.

It is entirely fitting that I as the representative in the Congress of the city of Portland should use this analogy because we, in Portland, are the recipients of the floodwaters of the Columbia that would be at least partially retained if the John Day Dam with its 500,000 acre-feet of storage and its 1,100,000 kilowatts at site power capacity were built.

But it is more than topsoil we are seeking to protect when we urge the appropriation of needed funds for the construction of such a multipurpose project as John Day.

Each day that the waters of the Columbia are not harnessed there is an added day of economic loss to Oregon, to Washington, and to the people of the nation as a whole. The loss is as definite to our nation's economy as though we had thrown that money away.

Thus, in urging these appropriations I am urging this committee and this Congress to spend now for a rich return later—a return through low-cost power, through great, new industrial development, through flood protection, through irrigation—in short through the development of our heritage of natural resources.

Thus, when I appear here before you and ask for the appropriation of funds for the John Day Dam, I ask for the development of that multipurpose project on behalf of the people not alone of Oregon but of the United States as well.

As I have stated, we do not consider ourselves as coming before this subcommittee, hat in hand, asking for a handout.

As I said, we do not seek just aid—we seek future trade. We are asking this subcommittee to invest some Federal money in the future—in Oregon's future—in the Northwest's future—in the future of America.

You may be certain that the investment—as any investment in the future of America—will be sound, safe, and profitable.

1. MULTNOMAH COUNTY DRAINAGE DISTRICT NO. 1

The district adjoins the northeast city limits of Portland on the south side and the Columbia River on the north side. The Portland Airbase and International Airport are entirely within the boundary of this district. The district contains 8,417 acres. This project was authorized by the Flood Control Act of 1950. The funds to be appropriated would be used to start the work of strengthening the existing protective levee, which affords inadequate protection to this area which includes about 4,635 acres of highly developed farmland. The district is heavily populated. Throughout the district, there are several valuable land developments. The most important is the Portland International Airport which, together with the active military airbase, covers approximately 2,000 acres near the west end of the district and is valued at $22 million. The airport serves all of the western airlines and transoceanic flights, in addition to being used as a training flight base for military aircraft. A new runway has been constructed recently to serve the largest commercial planes now in use. Industry is represented by several small but active enterprises, the most important being in the food processing and construction fields.

The existing levee along the Multnomah district has certain inherent weaknesses which increase the danger of failure and add to the difficulty and cost of flood flight operations.

A break in the protecting levee occurred during the 1948 flood on the Columbia River, inundated the entire district for 28 days, and caused damage appraised at $8,645,000.

2. PENINSULA DRAINAGE DISTRICT NO. 1

Appropriations to date have been $40,000. This project was authorized by the Flood Control Act of 1950. If the funds requested are appropriated, plans and specifications could be prepared and construction could be initiated during the latter part of the fiscal year. This project will provide flood protection for this district which is located between the Oregon Slough and the Columbia Slough, north of the city of Portland in Multnomah County. This project provides for the raising and strengthening of existing levees and construction of new levees in lieu of existing railroad and highway embankments serving as levees. The district comprises 901 acres of land occupied by truck-gardening farms and industrial plants. The area was flooded during the 1948 flood, due to the failure of the railroad embankment; the city of Vanport, occupying 754 acres at that time, was destroyed. At the present time there are few homes in the district. The various industries located in the area employ a total of about 1,500 persons. The gross annual income of these industries is approximately $84 mil-

lion, and the annual payroll is about $5 million. The existing protective works are inadequate to withstand a flood of 1948 magnitude.

3. PENINSULA DRAINAGE DISTRICT NO. 2

Appropriations to date have been $31,000. This project was authorized by the Flood Control Act of 1950. If the funds requested are appropriated, plans and specifications could be prepared and construction could be initiated during the latter part of the fiscal year. This project would provide flood protection for this district, which is located along Oregon Slough opposite Columbia River miles 106.5 and 108.2 north of the city of Portland in Multnomah County. The project provides for the enlargement and reconstruction of the 5.3 miles of existing levee.

This project would provide flood protection for 1,400 acres consisting of suburban residences, commercial and industrial establishments, and general farming and truck gardening, with a resident population of about 1,600 persons. The area was inundated for a period of about 45 days during the 1948 flood, when the existing highway fill serving as a levee between this district and Peninsula Drainage District No. 1 failed. The existing levees are inadequate to withstand floods of the 1948 magnitude.

4. GENERAL INVESTIGATION STUDIES

A. Columbia River from mouth to vicinity of Vancouver and Willamette River from mouth to vicinity of Portland: Project cost, $125,000; benefits, navigation study; status, authorized; amount in President's budget, none; amount usable in fiscal 1958, $40,000.

B. Columbia River review: Project cost, $435,000; status, started in 1956; amount in President's budget, $185,000; amount usable in fiscal 1958, $185,000.

5. ALTERATION OF EXISTING BRIDGE ACROSS COLUMBIA RIVER

Plans for a new bridge adjacent to the existing Interstate Bridge have been approved by the Department of the Army. The lift span of the new bridge is a duplicate of that in the old bridge, but the Department approval required one of the adjacent fixed spans to be made higher and wider in the interest of navigation. The higher and wider span will enable tows and other small craft to use the fixed span and avoid passage through the lift span. However, the highly desirable advantages cannot be realized unless the existing interstate bridge is altered to provide corresponding clearances. Construction of the new bridge is underway and is scheduled for completion in September 1958.

The States of Washington and Oregon have agreed to bear a share of the total alteration cost of the existing bridge. This offer was based on alteration of the existing bridge upon completion of the new bridge. This results in a saving to the Federal Government. The total cost of the project is estimated to be $2,300,000. The Federal Government's share would amount to about $2,200,000 under the provisions of the Bridge Alteration Act approved June 21, 1940. The offer of the States to bear a share of the cost reduces the cost to the United States to be about $1,150,000.

The funds that can be used in fiscal year 1958 ($10,000) would be used for Government costs such as review of plans and specifications, preparation of apportionment costs, and review and award of contracts, etc.

6. RE CHANNEL RESTORATION, COLUMBIA RIVER FROM PORTLAND-VANCOUVER TO THE DALLES DAM, OREG., AND WASH.

Objective: This project was authorized by the Congress in 1937, and was brought to partial completion by the United States Corps of Engineers just prior to the Korean war.

The appropriation of sufficient funds is now requested to dredge the Columbia River from Portland-Vancouver to Bonneville Dam, to bring the channel to its authorized depth of 27 feet and width of 300 feet.

Also requested is the appropriation of funds to remove certain channel obstacles and to rectify the channel directly above Bonneville Dam. This project had been originally contained in the appropriations for the construction of the dam but the work was not undertaken at that time.

The requested appropriation of $2,350,000 is not included in the President's budget, but is very urgently needed this year.

Benefits: Scheduled ocean-vessel transportation from the Pacific Ocean to the Portland-Vancouver area has been an accomplished fact for years. Improvements of the mouth and the channel are needed from time to time.

The extension of this deep-draft commerce to The Dalles, another 84 miles upstream on the Columbia, will result in substantial, new commerce from the large inland empire area of Oregon, Washington, and southern Idaho. It will directly provide important savings in the present high costs of transportation from this area to United States and world coastal ports.

Professional studies show that 3 million tons of wheat and agricultural commodities and 1,500,000 tons of industrial products could be moved by deep-draft navigation.

A major aluminum plant is now under construction at The Dalles. The operating company has contracted for the shipment of alumina from Japan, by deep-draft vessel, to the plant site. This immediate movement of some 20 to 30 vessels per year initially will also provide return cargo space for inland empire wheat and other products to Japan. This event signals the start of a new and much needed era of important trade relations between the Pacific Northwest and Pacific Basin nations.

The proposed restoration and improvement of this channel will have strong repercussions on industrial and economic development in the inland empire area. This area is economically depressed due to the effect of high freight rail rates to market.

Feasibility: The United States Corps of Engineers, in its several reports (including the "308" series, has recommended this project several times as economically and technically feasible and sound.

Mr. Chairman, I express my own appreciation for the time these people have been allowed, and I might also express my greatest appreciation to the people who have come from Oregon, which is some 3,000 miles away, to testify before this committee. They have been most understanding of the time limit which you have had to set.

May I first introduce Captain Caples, who is president of the Columbia River Pilots Association, and vice president of the Port of Portland Commission.

He is certainly an individual who knows in great detail the projects which are important as far as my own district is concerned, and as far as the State of Oregon is concerned.

Mr. RABAUT. We shall be pleased to hear from Mr. Caples at this time.

STATEMENT OF CAPT. RALPH CAPLES

Mr. CAPLES. Mr. Chairman and gentlemen, I am Capt. Ralph Caples. I have been a licensed pilot since 1931 and I am now president of the Columbia River Pilots and a member of the Port of Portland Commission.

The organizations that I represent are grateful to this body for having made available the funds that have been spent to remove 14 million cubic yards of sand from the channel at the mouth of the Columbia River and we earnestly support the request of the Corps of Engineers for the $1,500,000 item on their budget which will complete the work of creating a 48-foot channel at the mouth of the Columbia River. This work is bringing to Oregon and Washington ports on the Columbia River increased shipping activity and larger ships.

It is because of the problems brought about by these larger ships that I now speak. While prior to World War II ships frequenting the Columbia River were ordinarily 60 feet in beam, 400 feet in length, and drawing about 28 feet, and were readily accommodated by a channel depth of 35 feet, while today's ships are larger in every way. New vessels just off the ways of both American and foreign shipyards are becoming frequent callers at Columbia River ports.

Recently the chemical tanker *Texan* called at Portland; 20,000 tons, 633 feet in length and drawing 34 feet. The 32,650-ton Cities Service tanker *Baltimore* is operating now on the east coast and we must prepare to receive many such ships at Columbia River ports in the immediate future.

Under date of March 14, 1957, the Committee on Public Works of the United States Senate sent to the Board of Engineers for Rivers and Harbors a resolution requesting a review of the reports of the Chief of Engineers, with a view to determining the advisability of modifying the existing navigation project on the Willamette and Columbia Rivers downstream from the Portland-Vancouver area.

The organization that I represent here urgently requests that sufficient sums be made available to enable the Corps of Engineers to carry out this investigation at once.

Speaking as a working pilot to whose care ships navigating the Columbia and Willamette Rivers is entrusted, I know of the need and necessity for a deeper wider channel. Speaking as a commissioner of the port of Portland, whose staff has been studying the economic results, I feel sure that the study which we are requesting will show annual benefits in excess of $5 million.

In addition, I am confident that the realinement of the channel that can be done when the project is finally authorized will result in very

measurable annual savings to the Federal Government in maintenance costs.

Thank you for having given me the opportunity to present this matter to you.

Mrs. GREEN. Next, Mr. Chairman, may I call upon Mr. Harold Say, who is the representative of the Portland (Oreg.), Chamber of Commerce, and is also representing the cities of Astoria, Longview and Vancouver.

Mr. RABAUT. We shall be glad to head from Mr. Say at this time.

STATEMENT OF HAROLD B. SAY

Mr. SAY. Mr. Chairman, and members of the committee, and Mrs. Green, I am going to file a statement with you and I want to highlight 2 or 3 points that are in it.

Mr. RABAUT. Without objection, the statement will be made a part of the record at this point.

(The statement referred to follows:)

STATEMENT OF HAROLD B. SAY, WASHINGTON, D. C. REPRESENTATIVE OF THE PORTLAND (OREG.) CHAMBER OF COMMERCE, PORTLAND, OREG.

Mr. Chairman and members of the committee, in the proposed appropriations in civil functions which you have before you is an item of $1,500,000 for continuing the work of dredging the Columbia River to a depth of 48 feet at its mouth. This undertaking as the Congress recognized 2 years ago is vital. For various reasons, work on the mouth of the river was neglected for a number of years. Shoaling became very bad. Many ships had to wait on weather and tides to enter. Others were able to cross the bar with only partial loads. Pilots and seafarers held it was only luck that bad wrecks and serious loss of life were avoided.

We earnestly urge that you make the full $1,500,000 available for continuing this work.

In making this plea for this particular item before you, I represent not only my own organization but the following: the port of Astoria, at the mouth of the Columbia; the Astoria Chamber of Commerce; the Vancouver (Wash.) Chamber of Commerce; the port of Longview, Wash.; the Longview Chamber of Commerce; and the Columbia River Bar Pilots Assocation.

A safe and adequate bar is not only vital in the economic life and structure of the Pacific Northwest each day of the year, but it would in event of war become vital not only in the operation of naval vessels, but in the movement of war supplies in and out of the river. With ships each year being built larger and of deeper draft, it becomes the more imperative that the essential minimum depth of 48 feet be available. Our people feel that the Congress is aware of these facts. Otherwise all of these communities I represent today would be here with delegations asking you to hear their pleas.

None knows the mouth of the Columbia better or is more concerned with its channel adequacy for safety purposes than the bar pilot. Under date of May 16 I received the following telegram from Capt. G. F. Erbe, president of the Columbia River Bar Pilots Association: "We request that you appear on our behalf at the Appropriations Committee hearings to request sufficient funds to dredge the Columbia bar area to a minimum of 48 feet, and it is most important that those depths be available for a width of at least one-half mile. With ships well over 500 feet in that area, width is most important to safe navigation."

Dredging of the channel and jetty maintenance are separate items. Embodied in his telegram asking me to represent the Columbia River Bar Pilots Association, Captain Erbe explains: "A recent development is an opening in the south jetty near the knuckle which, when breached some years ago, caused major maintenance expense in the Clatsop Spit area. We urgently request that funds be made available to heal the breach which, if done, we estimate will save the Government substantial sums in the bar area maintenance costs."

It is my understanding that in the general item for maintenance work on the Columbia embodied in the legislation before you there would be a sum of $280,000

which would be available for jetty maintenance. In view of this recent break in the jetty mentioned by Captain Erbe, I would urge that your committee ascertain from the Army Engineers Corps how much is needed for repair of this particular damage and that the amount be made added if the sum in the proposals before you is not enough to cover it.

I would also like to quote from a letter of May 14, 1957, by Capt. Clarence Ash, recently retired after 30 years of piloting thousands of vessels in and out of the Columbia River. The letter is to Mr. David C. Duncan, president of the Portland (Oreg.) Chamber of Commerce. I quote:

"This matter is extremely important. When the 48-foot project was adopted, the bar pilots and shipping people felt that the long 11-year fight had come to a successful close. But just a few days ago I went over the most recent soundings of the United States engineers and find the depths off 4 and 5 feet in the main channel. The dredge *Biddle* now working down there is not large enough to do the job; it is a hard project of just maintenance. The good weather period from April to around mid-September is not long enough. A second dredge is necessary to complete the 48-foot project.

"I make these statements because of my long experience in the area. Since 1914 I have been traveling in and out of the Columbia River. For nearly 30 years I was a regular bar pilot and during this stint handled many thousands of vessels under many different conditions. At present I have retired, though I occasionally handle ships, substituting. I keep in very close contact with great interest, for this has for many years been my 'pet' project. During World War II, our group wrote the first letters about the bar shoaling. As head of the pilots I carried on the struggle years longer—through letters, phone calls, personal appearances and addresses. Credit goes to your chamber for first heeding the calls from the wilderness. A long flight and a good one. We won the 48 feet and now it is time we get it.

"Forty-four feet is not enough. Ships in this day are larger and deeper, increasingly so. If we don't have the channel for them, they can either go elsewhere or they may come to grief. We surely don't want either one of these to happen."

I see no point in deluging your record and taking your time with repetition of facts and figures which induced the Congress to authorize and initially appropriate for the 48-foot channel. Its need has been proven. It would be folly to throw away previous investment only to face multiplied cost in the future. We urgently ask you to recommend the dredging item of $1,500,000 and to make available whatever sum the Army Engineers Corps would deem essential for carrying out the repair to the south jetty which Captain Erbe mentions in the letter quoted earlier in this testimony.

The trend of ship construction is to bigger and deeper draft craft to permit economic movement, particularly of bulk cargo and oil. Just as a deper passage over the Columbia River bar has been necessary, it is inevitable that the channel from the mouth upstream to Portland must be deepened beyond its present 35-foot authorization. We are today fearful that this will not be accomplished before these larger ships are upon us. We would urge that your committe make available whatever sum the Army Engineers Corps deem essential to carry out a study for a 40-foot project from the mouth of the river to Portland. With all the data the enginers have on the river, it would seem that a relatively nominal sum, between $50,000 and $100,000, would permit this accomplishment.

On the following items I speak only for my own organization, the Portland Chamber of Commerce.

JOHN DAY DAM

Back in the 1920's the Portland Chamber of Commerce pushed for moneys to make a complete study of the Columbia River system. This study became a reality in the 308 Report. One of the dams recommended is the John Day project, lying between the completed McNary Dam and the partially completed The Dalles Dam.

Controversy attended the planning of the proposed John Day Dam—a controversy between the proponents of strictly public construction as against partnership building. We urge that the Congress start building the dam. John Day can be built as either a straight Federal project or as a partnership undertaking. We only ask that Congress determine which way it wants to build the dam and then start work on it.

Current data indicate that the Pacific Northwest will face a power shortage of major proportions in about 1962, a fact that is most incongruous when in our section of the United States there is an estimated feasible potential of hydro-

electric power of some 20 million kilowatts of which around 12 million is available or under consruction. And for the further reasons that these power dams will not only return their outlay to the Government but produce ultimate greatly increased returns to the Federal Government in taxes resulting from the economic development of the region.

If the Congress does elect to build John Day Dam by Federal money exclusively, the Portland Chamber of Commerce would ask that the dam fully amortize itself to the end that citizens of other States of the Nation are not called upon via taxes to put one cent in the project. We would ask that the Congress apply a rate of interest that would fully compensate the Federal Government for the moneys it in effect would be loaning to build the dam. Our area has proved that its projects can return funds so advanced, and we would like to keep our record clean and clear in this respect.

Secondly, should the Congress elect to build an all-Federal dam, we urgently press on you to eliminate from the authorizing legislation proviso that priority on the power generated must be given to public utility districts, municipal power systems, or other local government power-distribution systems.

The people of Oregon and Washington are the same type of citizens. It so happens that in the State of Washington there has been over the years a large number of public utility districts formed. Simultaneously it happens that in our State of Oregon, only a relatively few have been formed. We see no logic in a preference clause which says in effect those citizens who choose to obtain their power from public utility districts should be favored by the Federal Government. We see injustice in a law which would deny our citizens a fair share of power simply because they choose to buy via a private utility company.

It would seem to our organization that there are those who have clothed the so-called preference clause with a halo or sanctity beyond all logic or fairness. Actually, it had birth in the Reclamation Act of 1906 under section 5 of the law which gave the Secretary of Interior authority to make 10-year power sales contracts giving preference to "municipal purposes."

On new projects, like the John Day Dam, we ask that the Congress enact legislation that will insure an equitable distribution of power to the States concerned. We do not propose to take power away from anyone. In the John Day case, for example, Washington would lose nothing that it now has. But under a just and reasonable distribution of new power it would not get the great bulk of John Day's power at the expense of the people of Oregon.

If John Day were to be finished in 1968 and delivering 900,000 kilowatts, under the preference clause's operation, the people of Oregon would get around 120,000 kilowatts; the people of Washington about 740,000. The people of Portland—some 500,000—would not receive any of this firm power from John Day, simply because they happen to buy electricity from a privately owned utility.

Should the Congress in its deliberations decide against construction of a Federal-money dam, then we would ask that it permit no delay in granting permission to private companies and local public agencies to join with the Government in building John Day on a partnership basis. Congress in its wisdom can impose such protective clothing as it sees fit to ascertain that the facility shall be operated in the best basic interest of the public; but let this be done without delay. To delay means the stifling of the economic growth of the region and direct and indirect loss of vast sums to the Government as well as the region.

You Members of Congress who represent many sections of the Nation know that the Federal Government owns about half of Oregon outright; that it does not pay taxes to itself or to our State's political units—except for some payments on timber sales in lieu of taxes. Being a half owner of the State, we feel, makes it the more incumbent on the Congress to protect its share of investment by stimulating orderly development of the resources of the State.

ICE HARBOR DAM

You have under consideration Ice Harbor Dam, one of a series to be built on the Snake River. Here again my home office informs me it is vital to have power coming from the project at the earliest possible date. To keep the undertaking on schedule would require $25 million from this Congress. The budget as it came to Congress carries an item of $18,500,000. In that Ice

Harbor is another case where the Government will start receiving its money back as soon as completed, we would urge that you add $6,500,000.

CHANNEL DEEPENING FROM VANCOUVER, WASH., TO THE DALLES DAM

The building of these great and economic dams from Bonneville on up the Columbia is not only making possible low-cost power for the development of the region, but is giving great areas of slack water, permitting deepwater navigation far inland except for certain stretches of the river where channel deepening is required.

The Dalles, some 100 miles east of Portland, where the Dalles Dam is located, is certainly to become a port where oceangoing vessels will have reason to call. A channel 27 feet is needed, that figure being based on the sill clearance at Bonneville Dam midway between Portland and The Dalles. In the neighborhood of $5 million would be necessary to clear the channel to the 27-foot depth all the way from Vancouver, Wash., to The Dalles. That section of the channel between Vancouver and Bonneville was dredged down to 27 feet in 1949, but the depth has been lost. It would have to be brought back to depth before the channel above Bonneville Dam would be usable. We would urge that the Congress appropriate money for the redeepening of the Vancouver-Bonneville section, making available such funds as the Army Engineer Corps determines as necessary to do the job; that concurrently or in sequence, depending on which is most economical, that funds be appropriated for the necessary rock removal in the channel between Bonneville and the Dalles Dams.

You have many other items of import before you which are of concern to us. Many of them are continuing jobs for which you expected to furnish additional funds as needed. Our delegation and many individuals and organizations have appeared before you or entered statements. Hence, we shall not take your time with further recital on them.

We do feel that these power projects for which we have asked funds are sound; that they will more than pay their cost back to the Government directly plus bringing a great indirect gain via new wealth and taxes to the Government. And they will be great factors in aiding the Pacific Northwest to develop on the foundation of great natural resources with basic benefit not only to the region, but to the entire United States. Thank you.

Mr. SAY. First, a repetition of what Mr. Caples has told you: We need a deeper channel and we need, probably, $100,000 to make a survey.

Then there is an item of $1.5 million which you have in your legislation this year for the 48-bar channels at the mouth of the river, and we need that vitally.

Congress has already recognized that in giving it to us originally, and we need the additional money, as we will probably need some more for permanent jetty work down there.

My statement incorporates a wire from the president of the Columbia River Bar Pilots Association, and our past president, Captain Ash, going into the significance of some of the details.

As Mrs. Green said, I am speaking for the cities of Portland, Longview, and Vancouver. On a couple of other items I speak only for ourselves, the Portland, Oreg., Chamber of Commerce, who would like to see you get John Day Dam started, whether built with Federal money or private money. All we want to see is the work started. We know we will run into a power shortage in about 1962.

There are two other elements that we would also like to see: One is that you either remove the preference clause, giving first call on all power to public utility districts, or work out a piece of legislation that will assure an equitable distribution to our people of Oregon whether they buy from private or public power sources.

Our people happen to be primarily private-power buyers. The State of Washington from which Mr. Magnuson comes, the people

there are largely public-utility buyers. We just want our share of the power out of the dam.

Now with reference to Ice Harbor, the engineers needed $25 million to carry it forward. It is a power dam that fits into this shortage that is coming up.

Mr. RABAUT. Does not the reduction of the height affect the benefit-cost ratio?

Mr. SAY. Mr. Chairman, we cannot give you the detail on the dam.

Mr. RABAUT. I understand it was cut considerably.

Mr. MAGNUSON. You are speaking of John Day, Mr. Chairman?

Mr. RABAUT. Yes; does it not affect the benefit-cost ratio?

Mr. MAGNUSON. Not that I am aware of. It reduces materially, however, the cost of the dam.

Mr. RABAUT. It reduces the water storage also.

Mr. MAGNUSON. It reduces the water storage; yes, sir.

Mr. SAY. On Ice Harbor we would like to see it given the full amount that is necessary to carry it forward on schedule. It is one of these dams that is paying its own way back to the Government.

There is the sum of $18.5 million in the budget for this item but the engineers need $25 million in order to keep on schedule.

Speaking for the items up-river, we would like to see the 27-foot channel authorized and completed as early as possible between Vancouver and The Dalles, which would allow deepwater tonnage to come up that river.

Thank you very much, Mr. Chairman and members of the committee.

Mr. RABAUT. Thank you, Mr. Say.

Mrs. GREEN. Mr. Chairman, I would make only one comment: I am most appreciative of the efforts of the chamber of commerce. On many projects, we have worked together. But, on the matter of the John Day Dam, there is a disagreement. I know that involves legislation which is not before this committee, but I do not want to be associated with any remarks supporting legislation to do away with the preference clause.

Thank you very much, gentlemen.

Mr. Chairman, at this time I would like to call upon the Honorable Wayne Morse of the State of Oregon.

Mr. RABAUT. We shall be glad to hear from the Senator at this time.

STATEMENT OF SENATOR WAYNE MORSE

Senator MORSE. Mr. Chairman and members of the committee.

A prudent businessman makes sure that his capital assets neither dwindle nor fall behind future demands. This business procedure is sound for the Government.

I join with my colleagues, Senator Neuberger, Representatives Green, Ullman, and Porter, in urging the Appropriations Committees to make prudent investments in the future of America by the comprehensive development and protection of our natural resources.

As you know the Pacific Northwest has the greatest electric-power potential of any region in the country. It has important agricultural potentialities, which will be needed in just a few short years to feed our growing population. My region and State have some of the finest lowland farm areas in the country—but they are under the constant threat of flood and erosion.

We appear today to urge that these assets be put to work and protected to meet the obvious needs of an underdeveloped region and a growing country.

The rate of Federal investment in Oregon in the last year of this administration has been under one-half of what it was in the last year of the previous administration. In fiscal 1953, $110 million were appropriated for multipurpose dams in or on the borders of Oregon. The bulk of the funds went, of course, into great multipurpose dams like McNary and The Dalles.

As the committee knows so well, these projects pay for themselves with interest. In addition, they pay ahead of schedule and create new wealth-producting facilities which make possible vast new tax revenues for the United States Treasury. For example, I am told that the aluminum industry in the Pacific Northwest has already paid into the Federal Treasury more than the cost of Grand Coulee Dam.

However, these wealth-producing capabilities are being cut back. So, in the last Congress only one-half of the fiscal 1953 amount was appropriated for multipurpose projects. Those appropriations were an improvement over what the President's budget proposed and some new projects were made possible or brought closer to construction.

The administration's budget proposes not even as much as what was appropriated or even proposed last year. Indeed, the budget provides for less than one-half the appropriations of last year for multipurpose projects. The $30,595,000 in the budget is less than three-fifths of the funds for such projects.

Even if our full requests for multipurpose projects are acted upon favorably by Congress, Oregon multipurpose projects would come to $38,870,000, or less than four-fifths of what was appropriated last year. May I point out that Oregon is not the sole beneficiary of these projects. We share the fruits of them with Washington. If we ever get the Columbia Basin program back on the track, our neighbors, Idaho and Montana, would also share in them directly.

This administration has a strange answer to the electric power starvation facing the Pacific Northwest—it is prescribing a rigorous reducing diet.

My region faces a severe power shortage. There is unanimous agreement on this point. It is only a question of time. That time must be used to build low-cost power facilities as an investment in the future of the region. If that is not done, Oregon and its neighbors will suffer and be an economic drag on the rest of the country.

We of the Pacific Northwest are in an economic slump today as a direct result of the administration policies. The administration's blockade of resource projects is one of the factors in the economic situation in Oregon and the Pacific Northwest. During the past 5 years, its consistent opposition to public works, which develop or protect wealth-producing resources, has led to the present deterioration in the rate of development of the public's resources.

Among the consequences of this administration program have been:

1. Continued lack of protection against property destroying floods;
2. Inadequate low-cost power supplies;
3. Failure to avert future power shortages;

4. Lack of work to offset chronic local unemployment.

In turn, Oregon and its neighbors have been unable to make their maximum contribution to the Nation as producers and consumers.

This vicious circle bred by wasting invaluable resources must be stopped.

My State and region need an aggressive and affirmative program to stimulate industry and commerce, jobs and profits. In turn, the Nation needs a more vigorous economy in my region which can contribute to the economic growth, strength, and stability of the rest of the Nation.

OREGON'S SENATORS AND THREE REPRESENTATIVES PRESENT COMMON PROGRAM

My colleagues, Senator Neuberger, Representatives Green, Porter, Ullman, and I are presenting to the Appropriations Committees of both Houses a program that we all have formulated and support. It calls for putting our resources to work for better and safer industry, farming, city, and rural life. It is a reasonable program—and a minimum program.

Our one regret is that because of administration delay, there are so few projects ready to go.

JOHN DAY DAM

It is impossible to overemphasize the urgency of readying John Day Dam for construction. When it comes on the line, it will be a major power producer contributing 1,100,000 kilowatts of initial installed capacity—the equivalent of approximately 2½ Bonneville Dams. With adequate upstream storage its storage capacity can be increased to 1,500,000 kilowatts.

The Pacific Northwest faces a power shortage in the 1960's that must be prevented. John Day Dam will take more than 5 years to build. Clearly, if it is to be ready in time to help prevent the predicted shortage, there can be no delay in readying the project for construction.

Last year Congress increased the President's inadequate budget request of $500,000 to $1,450,000. As a result of this action John Day construction is ready to go during this next fiscal year.

Once again the administration is blocking this vital project. To the amazement of all segments of opinion in my State, at least, the President's budget contains no funds for John Day.

The Corps of Engineers advise that it can use $8 million for this first year of construction work. We urge this with all the vigor and conviction at our command.

I would point out to the committees that even if the administration has not yet understood the will of the people of the Pacific Northwest, industry and business have understood that determination as registered at the polls last November.

As a result private business, including private utilities, are backing appropriations for John Day Dam as a Federal project—many such groups for the first time.

In addition, many other groups are strong and consistent in their support of maximum progress on this great multipurpose project.

I ask consent to submit for inclusion at this point, a series of resolutions and letters urging funds to begin construction of John Day Dam.

GREEN PETER DAM—WHITE BRIDGE REREGULATION DAM

Flood control is sorely needed in the Willamette Valley. A key multipurpose project required to prevent floods and reduce constant losses from erosion is the Green Peter Dam—White Bridge Reregulating Dam project on the South Santiam River. The project will also provide power production and has potential water-storage value.

But it will take 7 years to complete. Already valuable time has been lost because of administration delays and opposition to adequate appropriations.

Every year of delay means increased loss of irreplaceable topsoil. In addition, the constant hazard of floods poses the threat of enormous losses. Recurrent floods which Green Peter would prevent or mitigate have already run into tens of thousands of dollars.

The budget provides about half of what can be used for planning this project. With the relatively small appropriation of $500,000 preconstruction planning can be completed in fiscal 1958. This is the maximum that can be accomplished, and I urge that it be regarded as the minimum as well.

COUGAR, HILLS CREEK, AND HOLLEY DAMS

Despite past opposition to funds for these projects, the administration has bowed to the inevitable and proposed adequate appropriations for Cougar, Hills Creek, and Holley Dams. They are primarily flood control projects. In addition, Cougar and Hills Creek will generate substantial power and we urge that the budget figures be approved.

BLUE RIVER AND FALL CREEK RESERVOIRS

These projects are also vital to flood control. Adequate funds are budgeted for Blue River Reservoir, but nothing is included to initiate planning of Fall Creek Reservoir. As it will take 5½ years to complete this project at best, I strenuously urge that $150,000 be provided to initiate planning.

THE DALLES DAM

This great power producer is nearing completion. Last fall the dam structure was completed and the pool filled. It is imperative that the project be kept on schedule with an appropriation of $19 million as proposed in the budget.

EXAMINATIONS AND SURVEYS—FLOOD CONTROL

Events of the past year have demonstrated the importance of flood-control surveys to bring about early undertaking of works which will insure against flood damage that has occurred with alarming frequency in many areas of our State. I have only to refer to the disastrous floods in eastern Oregon which endangered lives and caused so much property loss this spring. These occurrences constitute ample warning that our survey program should be accelerated. However, once again the President's budget and the Army engineers' allocations for Oregon flood-control surveys are inadequate.

The budget contains no request for flood-control studies of the Grande Ronde and Crooked Rivers. Appropriations of $35,100 and

$16,200 respectively would complete the flood control studies for these eastern Oregon rivers.

The budget item of $100,000 for the upper Snake River survey may ultimately bring some flood-control benefits for that area, but $185,000 budget for Columbia River review studies is not for surveys and examinations, as I pointed out to the committee last year, but constitutes a study of the 308 report. Its net effect may be a reduction in the flood-control program of the Columbia River Basin.

Those of us who live in Oregon have vivid memories of the recent Rogue River flood. The survey of that project should be completed with great dispatch. I am advised that $44,000 would enable the Corps of Engineers to complete work on this survey, but nothing has been asked in the budget. The appropriation of $44,000 for this purpose would pave the way for a concerted fight against future flood damage in the Rogue River Basin.

Residents of the Yamhill River area have, for many years, sought assistance of the Corps of Engineers by way of effective flood control, but each year a heavy toll of flood damage continues in this vicinity. That is why I am disturbed to find that the budget makes no provision for completion of the Yamhill River flood-control survey. $31,500 would make possible the completion of the survey—a major step forward in bringing long overdue flood-control relief to those who live in the Yamhill River area.

Some progress has been made budgetwise on flood-control surveys at the Coquille and Umpqua Rivers and their tributaries. The fiscal 1958 budget requests of $25,000 and $27,100 respectively, for these surveys will be of great help.

EXAMINATIONS AND SURVEYS—NAVIGATION

On March 14, 1957, the Senate Public Works Committee adopted a resolution requesting the Board of Engineers for Rivers and Harbors to review the existing project depth and width on the Columbia River between the mouth and Portland-Vancouver to determine the advisability of modifying the existing project. According to the Corps of Engineers, this study cannot be undertaken until funds are available for the purpose.

The present project, of 35-foot depth and 500-foot width, is inadequate to handle efficiently the larger-type vessels that have been constructed since World War II. At the beginning of World War II, ships entering the Columbia River had average beams of 54 feet and mean drafts of 26 feet. Today the beams of these ships vary from 75 to 90 feet, and the drafts up to 34 feet. Experienced river pilots advise that a 34-foot draft in a fresh-water river for a vessel traveling upstream necessitates a 40-foot channel depth for safe movement. They also indicate that a 750-foot channel width is essential for modern ship travel in the Columbia.

Reliable officials and business interests engaged in the field of river traffic in the Columbia River area inform me that if an appropriation for this investigation is authorized, they can demonstrate annual benefits of 5 to 7 million dollars. In addition, it is my understanding that a channel modification to greater depth and width will bring about a reduction in annual maintenance costs due to engineering

works that will enable scouring to be carried on through the flow of current.

The Corps of Engineers have advised me that the cost of a survey of this proposed project modification will amount to approximately $125,000; that the survey can be completed in a 3-year period, and that approximately $40,000 could be utilized during the first year. Because of the benefits to the Government and to the economic interests of the Columbia River Basin that will result from an improved channel, I strongly urge the committee to approve the initial $40,000 portion of the overall study costs of this channel modification.

ARMY CIVIL FUNCTIONS CONTINUING PROJECTS—NAVIGATION

COLUMBIA RIVER TO THE MOUTH

In fiscal 1956 Congress, despite the administration's failure to request one cent, appropriated funds for deepening the channel at the mouth of the Columbia River to authorized depth.

In fiscal 1957, $1,300,000 was both requested and appropriated and already substantial navigation benefits have resulted. The budget this year asks for $1,150,000 for further work on this important project. Congressional approval of the requested amount will enable this great artery of commerce to provide benefits for communities along the Columbia and Willamette Rivers and tributary areas. Economic and defense benefits to the United States will be substantial.

CHETCO HARBOR

In fiscal 1957, Congress appropriated $225,000 with which to initiate construction on the Chetco Harbor project, which is of such great importance to the coastal area of southern Oregon. The total cost of the project is estimated at $600,000 and the budget for fiscal 1958 requests $200,000. Approval of this request will enable the Corps of Engineers to complete more than two-thirds of the work. I urge that this budget request be approved.

CONTINUING PROJECTS—LOCAL PROTECTION FLOOD CONTROL

AMAZON CREEK

This very worthwhile project is of primary importance to the city of Eugene, Oreg. and surrounding area. The $446,000 requested in this year's budget will make possible the completion of work. It will bring protection against flood losses for the benefit of industrial, residential, and farm property in Eugene and vicinity.

WILLAMETTE RIVER BASIN BANK PROTECTION

During the past year, I had the opportunity to make several on-sight inspections of highly productive and valuable farmlands upon which a tremendous toll of flood damage has been inflicted due to the lack of adequate bank protection works.

For many years past, with almost monotonous regularity, the budget request has contained a standard item of $300,000 for Willamette River Basin bank protection. Consequently, my office receives scores

of letters during the year urging bank protection assistance pending the completion of multipurpose dams which will hold back the floodwaters. The Corps of Engineers expresses sympathy for my urgent pleas that such work be undertaken but in numerous instances advises it does not have sufficient funds to start the necessary work.

Local interests and affected property owners along the Willamette and its tributaries have, in a large number of cases, completely fulfilled the local cooperation requirements, but flood protection is denied to them because of the lack of funds. There is no question but that the full $800,000 could be put to use on projects that stand ready for work. Both the Corps of Engineers and the Willamette Basin committee have supplied my office with lists of projects upon which work could be done if money were available. In my opinion it is a regrettable situation that an inadequate appropriation is made each year. The overall losses to the individuals who suffer flood damage quite likely exceed the amounts that would be expended in protective works. I strongly urge the appropriation of an amount clearly usable for this purpose in fiscal 1958, namely, $800,000.

FLOOD CONTROL—LOCAL PROTECTION

Certain important Oregon flood-control local protection projects have been authorized and are either ready for construction or have reached the stage at which planning should be initiated or completed. They are discussed in the paragraphs that follow.

Early this year the Malheur River overflowed its banks causing severe losses. This flood gives us one of the best arguments that can be advanced for prompt completion of planning on the Malheur River flood-control project, which includes studies of Willow and Bully Creeks. Not one cent was allocated in this year's budget for such planning, but the Corps of Engineers advises that planning could be completed with an appropriation of $25,000 for fiscal 1958. The Malheur flood of this spring makes early construction of such work imperative. I urge the committee to include $25,000 in its budget recommendations.

I am pleased to note that the fiscal 1958 budget request includes an item of $400,000 for the Umatilla-Pendleton project. An expenditure of that amount will bring to completion a most desirable flood-control project that has been pending far too long.

The budget also includes an allocation of $16,000 with which to start preconstruction planning on the Umatilla River project. I trust that this budget item will be allowed.

A justification report on the John Day River flood-control project could be undertaken with an appropriation of $15,000. Although the administration asked nothing for this item, I hope the committee, in recognition of the importance of the justification report, will recommend $15,000 for this purpose.

The Prineville area project for flood protection can be completed this year with an appropriation of $46,000. Although nothing was asked by the administration for this project, it is important that it be brought to completion promptly, and I ask the committee to give serious consideration to the inclusion of this item.

Almost every year with monotonous regularity communities and individuals in the lower Columbia River area are subjected to enor-

mous flood losses. A mere $40,000 has been allocated in the budget for fiscal 1958 to complete preconstruction planning on this project. However, a total of $612,000 could be used in fiscal 1958, according to the Corps of Engineers. This sum would make possible the initiation of construction work. An appropriation of the $612,000 appears to be clearly warranted in this case. Furthermore, it would be of great economic assistance to lower Columbia River communities that have been so adversely affected by the slump in Oregon's lumber industry.

It is with satisfaction that I observe this year's budget request of $500,000 for the purpose of initiating construction of the local protection works on Multnomah County Drainage District No. 1. The Federal Government, as well as the port of Portland and private owners, have multi-million-dollar investments within the confines of this drainage district. Its dikes protect Portland International Airport, where the Government has airbase installations, and where further Federal development is proposed. The port of Portland has a $12 million investment in Portland International Airport. The importance of improving Multnomah County Drainage District No. 1 is obvious. A $500,000 appropriation with which to initiate construction will be a step in the direction of protecting millions of dollars worth of Federal Government essential defense installations, as well as industrial and port of Portland properties.

The improvement of Peninsula Drainage District No. 2, which is adjacent to Multnomah County Drainage District No. 1, should be initiated as a companion project, inasmuch as any failure of Peninsula Drainage District No. 2 would threaten Multnomah County Drainage District No. 1. It is with regret, therefore, that I observe that although $150,000 could be used by the Corps of Engineers for construction on Peninsula Drainage District No. 2, the budget has allocated not 1 cent. I urge the committee to recommend $150,000 for this construction item. Valuable industrial improvements also lie within this district, and I have personally observed the alarming evidences of seepage under its dikes during a high-water period. I share the concern of those who own property within this district over the possible washing out of these dikes at the several points at which seepage "boils" have formed.

No funds were requested in the budget for fiscal 1958 for improvement of the existing works in Peninsula Drainage District No. 1, which is adjacent to Peninsula Drainage District No. 2. The Corps of Engineers advise us that $150,000 could be used to initiate construction on this authorized project. The interrelationships between the 3 drainage districts just mentioned points to the importance of an appropriation of $150,000 for fiscal 1958 on this project. Here again, extremely valuable industrial property depends on the district's dikes for flood protection.

There are many other areas adjacent to the Columbia River that are in urgent need of dikes and other flood-protection works. No funds have been requested in this year's budget for these projects, some of which are ready for construction, others of which could be completed by the expenditure of relatively small funds and the remainder of which require further planning before construction can be undertaken. Included in these categories are the following together with the amounts usable by the Corps of Engineers.

	Amount	Remarks
Clatskanie River area	$15,000	Complete preconstruction planning.
Hayden Island	36,000	Do.
Beaver Drainage District	147,000	Complete project.
Clatskanie Drainage District	162,000	Do.
Clatsop County Diking District No. 1	22,000	Do.
Clatsop County Diking District No. 6	50,000	Do.
John Drainage District	73,000	Do.
Deer Island Drainage District	23,000	Complete preconstruction planning.
Magruder Drainage District	62,000	Complete project.
Midland Drainage District No. 1	83,000	Do.
Rainier Drainage District	200,000	Initiate construction.
Sauvie Island Drainage District	150,000	Do.
Woodson Drainage District	81,000	Complete project.
Scappoose Drainage District	38,000	Complete preconstruction planning.
Pilot Rock	10,000	Continue planning.
Willamette River Basin:		
Channel clearing and snagging	25,000	Complete preconstruction planning.
Channel improvement and major drainage	86,000	Complete preconstruction planning—1 unit.

ARMY CIVIL FUNCTIONS—CONSTRUCTION

COLUMBIA RIVER FROM BONNEVILLE TO THE DALLES

In 1937 Congress authorized a ship channel from Vancouver, Wash., to Bonneville Dam with a projejct depth of 27 feet and a width of 300 feet. In 1946 extension of the same project depth and width to The Dalles, Oreg., was authorized by Congress.

By 1949, the stretch of the river between Vancouver and Bonneville was dredged to authorized depths and width, but since that time the river has silted to the point at which the controlling depth is now only 15 feet. Nothing has been done on the construction work authorized in 1946. The lack of an adequate channel has, therefore, hindered the full economic development of the 85-mile section of the Columbia River between Vancouver and The Dalles.

This area has entered a new phase of rapid industrial development, and unless work is undertaken promptly to develop the river to project depth and width, it will serve as a bottleneck rather than an artery of commerce.

The Vancouver-The Dalles river development project is of a dual nature. It involves the use of construction funds as well as operation and maintenance funds.

The Corps of Engineers indicates that $500,000 could be used in fiscal 1958 for the purpose of starting construction on the entrance to the Bonneville ship canal and that $600,000 could be used during the same period to initiate construction work on a 27-foot channel in the Bonneville pool between Bonneville and The Dalles.

This 85-mile stretch of the river is important to commerce, and its usefulness as an artery of commerce during a period of defense emergency is obvious.

Eastern Oregon and Washington constitute a great wheat raising center of our Nation. These wheat areas are tributary ports of the upper Columbia River and supply vast quantities of wheat for export as well as domestic trade. Substantial savings in wheat shipping costs would result from a deepwater channel to The Dalles as oceangoing vessels could navigate to that point.

Similarly, large quantities of fresh and processed fruits would find better markets through the lower shipping costs that could be provided by ocean vessels calling at upper Columbia River ports.

Phosphate beds of Idaho would find a transportation outlet for their products in a deepwater channel to The Dalles.

Industrial shipments of manufactured items and raw materials to be processed at industrial centers along the upper Columbia, including the aluminum plant now under construction at The Dalles, could be carried on the river in ever-increasing quantities if the river were to be made navigable for oceangoing vessels.

The appropriation of $1,100,000 for these two construction items will constitute an investment in the interest of the United States as well as the local communities along the river. Such an appropriation would constitute a sound investment in the future of the entire Nation.

The second aspect of this project, namely, the use of appropriate moneys for dredging to project depth and width from Vancouver to Bonneville is included in my comments under the caption "Army Civil Functions—Operating and Maintenance," at a later portion of my remarks.

GARIBALDI BASIN

Funds for completion of the Tillamook Bay and Bar project were appropriated in fiscal 1957 and work has progressed satisfactorily to date. Not far from the mouth of Tillamook Bay is located the town of Garibaldi, Oreg., which depends largely upon lumber and fishing for its economic well-being. Garibaldi Basin, if developed to keep pace with the improvements resulting from the repair of the break on Bay Ocean Spit, will assume the importance that it properly deserves. Substantial economic benefits will result from shipments that can be handled in the Garibaldi Basin, including the products of fishing boats that have commonly used this basin in the past.

An appropriation of $111,000 would complete planning and construction of this project. I urge the committee's favorable action on this item.

ROGUE RIVER HARBOR AT GOLD BEACH

For many years businessmen and residents of the Gold Beach area have looked forward to the improvement of the Rogue River Harbor. The feasibility of the project has been demonstrated, but a regrettably small budget request of $21,000 is all that the administration asks for the project for fiscal 1958. The Corps of Engineers advise that $250,000 could be used during the coming fiscal year to complete planning and to initiate construction. I strongly recommend that the latter amount be appropriated.

COOS AND MILLICOMA RIVER

This is another project that has demonstrated feasibility. It has been outstanding for a considerable period of time. However, the administration requested nothing by way of an apporpriation this year. The Corps of Engineers indicates that $19,000 could be used to complete preconstruction planning. An appropriation in this amount would appear to be warranted.

OTHER CONSTRUCTION PROJECTS

Other authorized propects for which no appropriations have been asked this year are listed below, together with the amounts that could be used by the Corps of Engineers during fiscal 1958.

Entrance to Oregon Slough, $103,000. Complete improvement of channel.

Alteration of bridge across Columbia, $10,000.

ARMY CIVIL FUNCTIONS—OPERATION AND MAINTENANCE

COLUMBIA RIVER—VANCOUVER-BONNEVILLE

The Army Engineers estimate that $2,500 expended over the next 2 fiscal years will enable the corps to complete dredging to project depth and width on the Columbia River between Vancouver and Bonneville Dam. I urged the committee to appropriate $1,400,000 this year on this operation and maintenance project because it is essential that the stretch of the channel between Vancouver and The Dalles be developed at the same time the construction work in the upper reach of the river between Bonneville and The Dalles progresses. The economic advantages of this project to the entire Nation have been discussed above.

OTHER OPERATION AND MAINTENANCE PROJECTS

This year's budget includes numerous other operation and maintenance projects within the State of Oregon. Their importance to navigation and flood control has been demonstrated and they are vital to the commerce of our State. I urge the committee to appropriate the full amounts requested on these items because postponement of such work has far-reaching adverse effects by way of general increased costs.

BUREAU OF RECLAMATION CONSTRUCTION AND GENERAL INVESTIGATION PROJECTS

The chart attached to this statement contains a list of the Oregon Bureau of Reclamation projects for which construction and rehabilitation and general investigations funds have been requested. I urge that these amounts be appropriated, but for the information of the committee, I submit the following additional comments:

TALENT DIVISION—ROGUE RIVER PROJECT

For fiscal year 1957 Congress appropriated $2,400,000 which enabled initial construction work to be undertaken.

For fiscal 1958, $6,410,000 has been requested in the budget.

The important rehabilitation work on the Talent Irrigation District involving flood control, irrigation, and electric power generation warrants the full approval of this appropriation request.

VALE—BULLY CREEK

I am disturbed to note that only $1,526 has been included in the budget request for this project. This is particularly regrettable in view of the serious flood that struck the Vale area this spring. I hope that there will be an immediate reevaluation of this item by the Bureau and that substantially increased funds will be forthcoming for the purpose of carrying on this urgently needed work.

YAMHILL

Reclamation development has for many years been an urgent need of the Yamhill River area. I trust that sufficient funds will be made available to the Bureau for the purpose of completing the studies of the Yamhill project, including the Mill Creek Dam. This dam has been the subject of considerable interest on the part of residents of Oregon during the past year. I have personally visited the entire Yamhill River area, and I share the concern of residents who feel that reclamation work in this part of our State is long overdue.

CROOKED RIVER

This long overdue project, involving substantial irrigation and flood control benefits, was authorized in 1956 pursuant to the bill S. 3101, cosponsored by Senator Neuberger and myself. The supplemental water to be supplied through this project will irrigate additional fertile farmlands, which can be brought into production to feed Americans of this and coming generations. The budget requests $850,000 with which to initiate construction during fiscal 1958. Its economic benefits for Oregon, both now and for the future, will be substantial. I strongly urge favorable action thereon.

Mrs. GREEN. Next, Mr. Chairman, I would like to call upon Senator Richard L. Neuberger of the State of Oregon.

Mr. RABAUT. We are pleased to have the Senator appear before this committee.

Senator, you may proceed.

STATEMENT OF SENATOR RICHARD L. NEUBERGER

Senator NEUBERGER. Mr. Chairman and members of the committee, I am appearing before you today to appeal for a vast expansion of the water resources of the State of Oregon. I am urging a greater amount of investment for improvement of Oregon's rivers and harbors because such action is necessary to stimulate the State's lagging income level and to achieve the greater degree of prosperity which will be possible from fuller use of the region's great potential for navigation, power, irrigation, and flood control.

The State of Oregon is blessed with unique, natural advantages in the way of water resources. But in recent years the Federal Government's responsibility for development of navigable waterways and for construction of flood-control facilities in Oregon has lagged far behind the need. It is well to point out, I believe, that the President's budget allocations for Oregon multipurpose projects during the coming fiscal year are some 40 percent below the level for the current year. I would like to emphasize to the committee that the granting of funds

for the vitally needed projects I am urging in my statement will still leave the total some 20 percent below the sum appropriated for Oregon projects for fiscal 1957, and far below the total granted for water resource improvement before the present administration came into power.

I would like to call the attention of the committee to some basic figures.

In the year 1937 per capita incomes in Oregon—and that means every man, woman, and child—were $9 below the national average. In 1938 they rose to $17 above the national average. A steady climb then set in, until in 1943 Oregon incomes were $299 higher than the average for the Nation. They dropped back somewhat in 1945 and 1946 to $147 above the average. They they shot back to $202 above the national average during the year 1947. Since that time, Oregon incomes have ominously and alarmingly been dropping behind in relationship to those prevailing in the United States as a whole.

Let's look at what has happened. These have been Oregon's per capita income levels, as related to the entire country, since that time:

1947	$202 above.	1952	$97 above.
1948	$189 above.	1953	$23 above.
1949	$180 above.	1954	$5 below.
1950	$111 above.	1955	$13 below.
1951	$102 above.	1956	$10 below.

Thus, from 1947 through 1956 an elapsed period of 10 years, it may be said that Oregon's per capita incomes have steadily and inexorably dropped with respect to their comparison to the national average. It is obvious that we are not sharing in what has been described as the "Eisenhower boom," although Oregon also was on the economic toboggan during the period when involvement in the Korean war had produced inflationary pressures and additional buying and selling activity.

What has been happening in Oregon, to cause the State to slide off the national rate of growth and expansion so far as economic development is concerned?

I have mentioned that Oregon attained quite a high pinnacle of incomes in 1947. It so happens that the period from 1939 to 1947 was the one decade in our history when manufacturing employment in the Pacific Northwest grew faster than in the entire Nation—329 percent for our region as contrasted with 284 percent for the whole United States. In addition, manufacturing employment in the Northwest expanded 67 percent as compared with a national growth of only 50 percent.

Some persons may contend that this growth during the decade from 1939 to 1947 was due to World War II. Armament needs dictated greatly expanded industrial production. That is quite true. Yet the whole country was involved in World War II, as well as the Pacific Northwest. But I think the more basic reason for the mushrooming of manufacturing in the Northwest during the 1939–47 period was that it marked the era when the Bonneville Power system's low-cost Federal kilowatts first came on the line. That situation did occur in the Northwest alone. No other region of the Nation shared in this 2-mill industrial power.

Since 1953, there has been a great slowdown in starting new Columbia Basin projects needed to meet the energy demands of the

Pacific Northwest. As shown by the table of income in Oregon, the decline in per capita level coincides with curtailment of the Federal program for Columbia River Basin development. This is a fact which speaks for itself.

The relationship between the development of Oregon's water resources and the economic health of the area seems apparent. This fact alone justifies congressional action to provide funds for start of construction on the John Day lock and dam project. This unit will add 1,100,000 kilowatts to the power storehouse of the Columbia River power system. Besides this vast contribution to the energy base of the Pacific Northwest, John Day Dam will complete the last slack-water navigation link between Bonneville Dam and the mouth of the Snake River, greatly enhancing the opportunities for inland water transportation. As now planned by the Corps of Engineers, John Day Dam also would provide 500,000 acre-feet of surcharge flood-control storage. I would like to remind the committee of the Army engineers' statements that a minimum of 27-million acre-feet of flood-control storage is needed in the Columbia Basin to prevent destructive floods like the disastrous occurrence of 1948. Yet the entire Columbia Basin has only approximately 9 million acre-feet of flood-control storage—about one-third of the minimum needed.

The President's budget contains not a cent for construction of the great John Day project, although the Corps of Engineers will have completed the preconstruction planning by the end of the current fiscal year. The President has recommended expenditure of Federal funds in other regions for construction of dams with fewer benefits and far less dependable volume of water. I urge the committee to reverse this policy of discrimination against the people of the Columbia River Basin by approving an appropriation of $8 million to start the construction of John Day lock and dam.

The administration's neglect of the power and flood-control needs of Oregon again is reflected in the budget through inadequate allocations for further planning of the Green Peter-White Bridge multipurpose project. I urge the committee to override the administration's recommended sum of $225,000 and provide, instead, the $500,000 which will substantially complete preconstruction planning of this additional link in the Willamette Basin project system.

Aside from the inadequacy of the administration's provisions for Pacific Northwest power needs, perhaps the next largest field of neglect concerns development of Oregon's navigation potential. The Columbia River is the only navigable waterway in the North American Continent to slice through a major mountain range. The inland water route through the Cascade Range offers extensive possibilities for tapping the resources of the rich inland empire, and as a means of transport for industrial and agricultural products. Yet, vast stretches of this peerless inland waterway are choked with silt and underwater obstructions.

I urge the committee to approve a total amount of $2,325,000 to start the work needed to open a 27-foot deep channel on the Columbia from Vancouver to The Dalles. The section of this improvement from Vancouver to Bonneville Dam has been authorized since 1937. The extension from Bonneville to The Dalles was approved by Congress in 1946. Since 1949, the channel has been maintained only

to a depth of 15 feet, although the project is authorized for a depth of 27 feet and width of 300 feet.

The present condition of the channel is completely inadequate to meet the needs of the rapidly expanding area. Immediate action on the Vancouver to The Dalles channel restoration is justified by the potential river tonnage of agricultural products which apparently is available as soon as the present barriers to transportation are removed. One of the Nation's great wheat-producing regions lies in eastern Oregon and eastern Washington. The channel development would make it possible for oceangoing vessels to tap prospective bulk cargo tonnage of inestimable amounts. Opening of The Dalles to ocean vessels would greatly improve cost factors which influence sale of surplus grain to the Orient.

I have been informed that the Harvey Aluminum Co. has indicated its initial requirements of alumina will necessitate the annual movement of 18 round-trip ocean vessels from the Orient by the end of 1957. By the year 1960—if sufficient power is available to permit increase of aluminum production—the company plans to double its plant capacity. This means that in a period of little more than 4 years, this company alone would need the ore cargo of 84 oceangoing vessels. After 1961, I am told, bauxite cargoes will take the place of alumina shipments at this plant, and on the basis of the company's requirements, the number of ship movements is expected to double. However, these requirements cannot be met through shipments from oceangoing vessels unless the proposed channel improvements are completed.

I wish that it were possible for members of the committee to witness for themselves the embryonic industrial development which is underway along both sides of the 85-mile stretch of the Columbia affected by this channel project. I am sure that the committee will be pleased to know that chambers of commerce, port commissions, utility districts, and commercial interests throughout the area are unanimous in their support of the Vancouver-The Dalles improvement. I am pleased that a number of residents from Oregon have come to present detailed information to the committee about the needs for this project and the benefits which will accrue from its completion. I will not take the time of the committee to go further into the justification for this section of Columbia River navigation improvement, but I feel sure that, after listening to individuals from the area most vitally affected, the committee will see that by investment of a relatively modest sum, widespread benefits will result.

The burgeoning of commerce on the Columbia River below Vancouver has exerted great pressure on the present capacity of the authorized and developed 35-foot channel from the mouth of the river to Portland-Vancouver. Actually, the channel depth has placed serious limitations on the type and amount of traffic which can traverse this section of the river. I have discussed with shippers, ship operators and port officials the need for reexamination of the presently authorized channel. As a result, Senator Morse and I asked the Senate Public Works Committee to authorize by resolution a resurvey of the channel from the mouth of the Columbia to Portland-Vancouver. The committee has given its approval to this request, and we have been advised by the Corps of Engineers that a total of $125,000 is

needed for this investigation. In view of the fact that the work cannot be completed in 1 year, I am joining other members of the delegation in requesting an appropriation of $40,000 for this purpose.

I also ask the favorable consideration of the committee of the budget allocation of $1,150,000 for work which will essentially complete dredging of the Columbia's channel at the mouth to a depth of 48 feet. The committee wisely approved the start of this project 2 years ago, and I am pleased to report that this improvement last fall made possible movement of the largest shipment of wheat ever to leave the Columbia River. By virtue of the greater channel depth, a ship was at last able to cross the perilous Columbia River bar with a record load of grain.

I mention this advance in Oregon's seaborne commerce because it illustrates the expansion of shipping which also would be possible if improvement were undertaken at Garibaldi Basin, Chetco River, Coos-Millicoma River, Rogue River at Gold Beach, and other sections of Oregon. I wish to join with other members of the Oregon delegation in urging the maximum amounts usable by the Corps of Engineers in advancing these projects during the coming fiscal year. Details of these projects are set forth in the chart which accompanies my statement, and I will not impose on the committee's time by more lengthy explanation of their vital functions. All play a major role in the economic future of the communities in which they are located, and evidence developed by the Army engineers fully justifies their development. Because the budget provides adequate sums for continuing the work on The Dalles dam and lock, Cougar Reservoir, and Hills Creek Reservoir, I will not burden the record with comment, other than to say that the power and other multipurpose benefits are needed to meet the immediate requirements of the region.

Because of the breakdown in implementing the Federal flood-insurance program, I hope that the committee will take immediate action to set up a far more adequate local protection flood control than now exists in Oregon. For several years the annual appropriation for Willamette River Basin bank-protection work has been limited to $300,000. There is no apparent justification for freezing the sum at such a low level. Obviously it is inadequate because this phase of the Army engineers' work is falling farther and farther behind schedule.

Hundreds of acres of fertile Willamette Basin farmland has been inundated in recent floods. Farmers throughout the district have written to me of the loss they are suffering because funds are not on hand to do the necessary bank-protection work. Because of the very serious soil erosion and flooding problems present throughout the Willamette Basin, I urge the committee to provide a total of $800,000 for bank-protection projects, and $446,000 for the Amazon Creek unit.

I also call attention of the committee to the need for continuing and launching river-basin examinations and surveys on the Rogue River, Grande Ronde, Crooked River, Coquille River, Umpqua River, and Yamhill River, and for completion of the review of the corps' 308 report on the entire Columbia Basin. This work is essential to carry out and plan in advance for water-resource utilization of the future.

In connection with Bureau of Reclamation projects, the committee should know that increased interest has been evidenced by local in-

terests in determining the feasibility of irrigating vast sections of land in the humid western section of Oregon. Farms in this portion of Oregon have adequate rainfall during most of the year, but during the vital growing season the water supply is inadequate. Because of rising farm-production costs and lower farm prices, they have been caught in a financial wringer. If irrigation were available during crucial growing periods, per acre yield would be greatly improved. This would contribute greatly to the total income available from farming units. I urge the committee to provide funds adequate for the Bureau of Reclamation to continue its work on such projects as the Red Prairie-Mill Creek unit, the Dalles-Monmouth unit, Bully Creek project, Molalla unit, Hopewell unit, and Yamhill unit. I also join with my Oregon colleagues in urging approval of the budgeted amounts for Crooked River, Wapanitia, Deschutes, Klamath, Arnold, Talent, Baker, Pendleton, Post, the Dalles western and eastern divisions, and upper Owyhee.

I thank the members of the committee for their indulgence in listening to my plea for a vastly expanded water-resources program for Oregon. I recognize that it is broad in scope. But it is also broad in the objectives it will achieve. Water is one of Oregon's most priceless assets, and I have tried to give recognition to the fact that we are merely the temporary stewards of these resources and not their permanent owners. They are a legacy which we must pass on in as good condition as they came down to us. I believe the adoption of the water-resources program which I have outlined to the committee will discharge the obligation of the Congress to present and future generations. It will greatly aid progress in Oregon.

Mr. RABAUT. Next we shall hear from our good friend and colleague, Congressman Ullman.

STATEMENT OF REPRESENTATIVE AL ULLMAN

Mr. ULLMAN. Thank you, sir.

I want to express my appreciation to the committee for the time granted us.

I represent a district that has very little industrial development. Its main asset is its resources which are mostly undeveloped. Therefore, the development of my part of the country depends particularly upon the public-works program, and the reclamation program that we are presenting today.

We of the Pacific Northwest have been proud of the progress which has been made in our area. We look forward to the future with great expectations of even greater forward movement. The continued development of our economy, however, requires expansion of our power potential and our irrigation facilities, as well as the allocation of funds for important flood-control projects.

The Oregon Democratic congressional delegation has joined together in the preparation of a chart, which you now have before you. We believe the items listed in this chart are the minimal program required for continued expansion of the economy of the Pacific Northwest. We regret that the President's budget is grossly inadequate with regard to a number of projects, and particularly deplore the lack of funds for John Day Dam. We recommend this chart to the

members of the subcommittee and hope that they will agree that the items listed involve a sound economic approach to the development of this region of our Nation.

ARMY CIVIL FUNCTIONS

JOHN DAY

The Oregon delegation was particularly concerned over failure of the administration to include funds in the 1958 budget for initial construction work on the John Day Dam project. Past appropriations have been utilized to complete all planning required prior to initiating construction. Funds allocated now would be used for the acquisition of dam-site areas, initiation of construction of the first-step cofferdam, commencement of railroad and highway relocations, continuation of engineering studies, and miscellaneous minor construction of the dam site.

The need for beginning construction of the John Day Dam during the coming fiscal year cannot be overestimated. The 1,100,000 kilowatts of low-cost power this project will make available are vitally needed for the Pacific Northwest. A delay of even 1 year in the commencement of construction would be a serious blow to the economy of the region.

Clearly, the project is a true multipurpose endeavor. In addition to great power potential, the dam would also provide 500,000 acre-feet of storage for flood control as well as important irrigation and recreational benefits.

It is difficult, therefore, to understand why the President has refused a requested budget allocation for the coming fiscal year for this project. The Oregon delegation is united in its belief that $8 million should be appropriated for this project during fiscal year 1958. The Corps of Engineers has assured us that this amount of money could economically be utilized during the coming year.

CHANNEL DEVELOPMENT AND IMPROVEMENT OF THE COLUMBIA RIVER

Congress long ago authorized a ship channel with a project depth of 27 feet and a width of 300 feet from Vancouver, Wash., to The Dalles, Oreg.

Despite congressional authorization for an extention of the channel to The Dalles, funds have not been included in the budget. In addition, inadequate maintenance funds have resulted in an accumulation of silt in the section of this channel which was originally dredged.

This situation has meant that the Columbia River Basin has remained unopened and that the vast potential for industrial and agricultural development has been lost. Completion of this project would make possible the navigation of oceangoing vessels to The Dalles. Such additional ocean-vessel tonnage would result in the more expeditious handling of the wheat-export program, as well as a substantial increase in the outgoing tonnage of fertilizers, metals, and industrial products.

The Corps of Army Engineers has stated that an appropriation of $1,100,000 could be utilized for construction purposes during the coming fiscal year. Five hundred thousand dollars of this amount would

be used for improvement of alinement at the lower entrance to Bonneville. The remaining $600,000 would be used for rock removal at Eagle Creek Point and at the Cascade Rapids. In addition, the corps has advised us the $1,250,000 could be used for dredging and silt removal. The Oregon delegation is in full support of the allocation of $2,350,000 that could be utilized during the coming fiscal year.

THE DALLES DAM

Work on the construction of this project, which began in February 1952, is now 74 percent completed. The project is a multiple-purpose unit of the comprehensive plan for development of the water resources of the Columbia River and its tributaries. The project consists of a lock, dam, and hydroelectric powerplant in the Columbia River.

The Oregon delegation enthusiastically supports the $19 million budget request for continued construction of this project. Allocation of this figure would provide for the completion of construction of fish facilities, buildings, grounds, and utilities. It would also provide for the procurement and installation of equipment for the powerplant.

COLUMBIA RIVER LOCAL PROTECTION PROJECTS

Four important local protection projects are included under this heading within the second district.

MALHEUR RIVER PROJECT

This project would provide for the straightening of sections of the channel, building of levees, and the stabilizing of banks on the Malheur River and two of its tributaries, Bully Creek and Willow Creek. Approximately 25.5 miles of channel are involved.

The severe floods which occurred in late February of this year adequately demonstrated the need for this particular project and similar local protection projects. Willow Creek and Bully Creek were two of the main flooders. It can reasonably be assumed that flood damage would have been far less severe had improvements on these two tributaries been made. There has been a great deal of interest in this particular project in my district and we recommend wholeheartedly that needed funds be appropriated.

The Corps of Army Engineers has indicated that $25,000 could be utilized in the coming fiscal year for the completion of general design memorandums. The justification report has already been completed.

The Oregon delegation recommends a $25,000 appropriation for the Malheur River project.

PRINEVILLE AREA PROJECT

The justification report has also been completed for this project. The Corps of Army Engineers has stated that $46,000 could be utilized during the coming fiscal year. Allocated funds would be used to construct the project, which involves improvement of the channels of Crooked River and Ochoco River through channel rectification, levies and revetments.

JOHN DAY RIVER

This is an important new project which should be started during the coming fiscal year. The project would consist of channel improvement along the John Day River from Mount Vernon to below the mouth of the North Fork and along the North and South Forks.

The corps has indicated that $15,000 could be utilized in fiscal year 1958 for this project, such funds to be used for the preparation of a justification report.

UMATILLA RIVER

This local protection project would consist of channel rectification and construction of earth levies and revetments throughout a 5-mile reach of the Umatilla River at, and in the vicinity of Echo, Oreg. The Umatilla River project, which is fully authorized, is of great importance to the affected area. The President's budget for fiscal year 1958 includes a requested appropriation of $16,000. The Oregon delegation recommends that this amount be appropriated.

PENDLETON (CITY AND STATE HOSPITAL AREAS)

Appropriation of the $400,000 requested in the President's budget for this project would permit a completion of all planning required prior to the initiation of construction.

The project provides for channel improvement of the Umatilla River in the vicinity of Pendleton, Oreg., and construction of levies and revetments as required. The length of the proposed project is about 5.5 miles.

The Oregon delegation recommends that the requested $400,000 be appropriated.

PILOT ROCK

This project has been authorized for a number of years. The proposed improvement envisioned by this project would consist of channel reconstruction of Birch Creek where it flows through the town of Pilot Rock, Oreg., as well as removal of various obstructions.

While the project has been authorized for some time, little has been done to bring it to completion. The corps has indicated that $10,000 could be utilized for the preparation of general design memoranda. The Oregon delegation believes that a $10,000 appropriation would be a wise investment and urges the appropriation of this figure.

CORPS BASIN SURVEYS

The President's budget includes a $100,000 request for continuation of the upper Snake River study, part of which would be used for a much needed flood-control survey of the Powder River Basin. In addition, $185,000 is requested for completion of the Columbia River review.

The Oregon delegation believes that these surveys are of great importance to the region, and requests that funds for their continuation be appropriated.

BUREAU OF RECLAMATION, CONSTRUCTION AND REHABILITATION

CROOKED RIVER PROJECT

This important project is now ready for initial construction. Approval of the $850,000 requested in the President's budget would mean that final design data could be completed and the prime contract for construction of the Prineville Dam awarded during the coming fiscal year. A right-of-way could also be acquired and a contract for relocation of an existing road negotiated with Crook County.

It would be difficult to overemphasize the benefits to be obtained from this project. The proposed Prineville Dam and reservoir on the Crooked River would have a usable capacity of 155,000 acre-feet. The project would furnish a full water supply to 9,990 acres and supplemental water for an additional 10,220 acres. A small diversion dam and a diversion canal from the dam to a pumping plant at the foot of Barnes Butte would be utilized for this purpose.

The Oregon Democratic delegation enthusiastically supports the full $850,000 budget request for this project.

WAPINITIA PROJECT, JUNIPER DIVISION

The importance of this project lies in the supplemental water supply for irrigation which would be provided for 2,100 acres in the existing Juniper division. This supply would be obtained through construction of Wasco Dam on Clear Creek. The project facilities would consist of the dam and Wasco Reservoir from which water would be released into Clear Creek for diversion downstream to the project lands.

Appropriation of the $400,000 requested in the President's budget would enable the Bureau to award construction contracts calling for all of the construction work required for Wasco Dam and Reservoir. All necessary rights-of-way would be purchased, final data for designs collected, and advance notice issued to prospective contract bidders.

The $400,000 requested in the budget for the coming fiscal year has the full support of the Democratic members of the Oregon congressional delegation.

DESCHUTES PROJECT, NORTH UNIT

Construction of this project would provide a full water supply for irrigation of 5,000 acres in the north unit through full utilization of the Wickiup Reservoir. In addition, 48,448 acres in established irrigation areas would be furnished with supplemental water.

The $42,000 would be utilized to provide for payment of contract earnings and associated costs in connection with the completion of the Haystack Dam and equalizing reservoir.

The need for an adequate water supply in this area is of great importance and we, consequently, fully support the $42,000 budget request.

ARNOLD PROJECT

The requested $69,000 which is included in the President's budget would enable the replacement of six existing wooden-box flumes which are no longer usable. The district is unable to replace or main-

tain these flumes and so this allocation of funds is necessary. Requested funds would provide for the start and completion of the reconstruction of the Arnold flumes.

KLAMATH PROJECT

The primary storage facilities for the Klamath project serve 217,000 acres of land. The same reservoirs control the water level of lower Klamath and Tule Lakes and control floodwaters in Klamath and Lost Rivers. The $209,753 included in the President's budget for this project for the coming fiscal year would enable the Bureau to install the Coppock pumping facilities as specified in the contract with the Tule Lake district. Funds would also enable the completion of design data for the Klamath Straits unit drainage system.

The delegation fully supports the requested allocation of funds for this program.

BUREAU OF RECLAMATION, BASIN SURVEYS

The appropriation of the requested $68,800 for the Columbia River Basin survey would insure continuation of overall operating studies for comprehensive planning, particularly for flood control, power, and irrigation. This program is of great importance to the Pacific Northwest and the Oregon delegation is in favor of the full request.

The President's budget contains a requested appropriation to be used for a continuation of the upper and middle Snake River Basin survey. Certainly investigation of this area and of the great water-supply potential of the Snake River Basin upstream is needed. I would like to draw particular attention to the inclusion of the Powder River in this survey as study of this river is of great importance to my district. Initially, the budget included a request for $378,089 to be used for the basin survey. However, this has subsequently been reduced to $340,589. The Oregon delegation believes that the initial request is sound and, consequently, supports an appropriation of $378,089.

BUREAU OF RECLAMATION, PROJECT INVESTIGATIONS

BAKER, UPPER DIVISION

The requested $22,303 would be utilized to revise the report on this project. The project includes 20,000 acres of land along the Powder River near Baker and is of great importance to that area.

The Oregon delegation feels it imperative that this report be revised at the earliest possible time so that the project can progress.

PENDLETON PROJECT

Approval of the $52,000 request in the President's budget for this program would enable significant progress to be made in the feasibility investigation initiated in the last fiscal year. The completed Pendleton project, which is located in Umatilla County, would provide a full water supply for 30,000 acres of land.

The project has the full support of the Oregon delegation.

POST PROJECT

Detailed feasibility investigations would be made possible during the coming fiscal year by approval of the requested $56,000. Such investigations would determine the possibility of construction of the Big Prairie Reservoir on the North Fork of the Crooked River. This reservoir could provide water for 6,500 acres of new land as well as a supplemental water supply for 1,8000 acres.

THE DALLES PROJECT, WESTERN DIVISION

The western division includes approximately 4,500 acres of land in Wasco County near the Dalles. Approval of the $50,000 request would enable the Bureau to initiate a feasibility investigation concerning possible irrigation of this land by water pumped from the Columbia River.

Approval of this amount would nearly complete the project investigation.

UPPER OWYHEE PROJECT

This investigation would determine the feasibility of providing storage on the Owyhee River, thus supplying badly needed supplemental water for the existing Owyhee project. Other benefits would include supplemental water for approximately 13,000 acres of land along the upper reach of Jordan Creek, which is a tributary of the Owyhee River. Such water is badly needed and thus this appropriation, which would enable the Bureau to complete all phases of the investigation, has the support of the Oregon delegation.

VALE PROJECT, BULLY CREEK EXTENSION

Approval of the $1,526 requested would complete the investigation of this vital project. The need for Bully Creek Dam and Reservoir was very apparent during the flood disaster of last February. Thus the project holds out the possibility of extensive flood-control protection as well as great irrigation benefits.

We wholeheartedly support the funds necessary for completion of this investigation.

UMATILLA PROJECT

The requested $10,000 for this project would be utilized to determine the need for and probable cost of two divisions of the Umatilla project. This project has been in operation since 1920 and has done much to provide the irrigation needs of farmers in the area. Any possibility of rehabilitating these two divisions certainly has the full support of the delegation.

THE DALLES PROJECT, EASTERN DIVISION

This project includes some 6,000 acres of land near the city of The Dalles. The $25,000 budget request would be utilized to carry on a reconnaissance investigation. Such an investigation could both be initiated and completed during the coming fiscal year and would provide necessary memorandums to determine whether more detailed investigations are justified.

CONCLUSION

Mr. Chairman, I have enumerated at some length the many projects which are found in the Second Congressional District. I have done so because I feel it is important for the members of this subcommittee to have this information before them.

The district I represent is very extensive. It covers all of central and eastern Oregon and comprises well over two-thirds of the State. Potentialities for development are nearly unlimited. However, it is only through the utilization of a sound public-works program that these potentialities can be adequately tapped.

I and the other Democratic members of the Oregon congressional delegation wholeheartedly support funds for the projects which I have enumerated, as well as the other important Oregon projects listed on our chart. This sound program of public works for the coming fiscal year will insure the continued development of the Pacific Northwest.

I also want to take this opportunity to introduce a number of representatives from the district who are here on behalf of these projects. I want to express their appreciation for the time which the committee has allotted to them. They have come all the way across the country in order to testify before your committee. They are typical people from the area, and I would like to introduce them to you.

First, I want to introduce Mr. LaSelle E. Coles, who is from the city of Prineville, Oreg. He is secretary of the Ochoco Irrigation District, and vice president of the National Reclamation Association. He is back here on behalf of the Crooked River project.

Mr. RABAUT. Mr. Coles, do you have a statement for the record?

Mr. COLES. Yes, sir; and I will merely brief it, sir.

STATEMENT OF LASELLE E. COLES

Mr. RABAUT. You may proceed with your statement.

Mr. COLES. My name is LaSelle E. Coles. I am secretary-manager of the Ochoco Irrigation District, having served in that capacity for the past 18 years. I also represent the farmers living along Crooked River. These two groups comprise the Crooked River project.

The Crooked River project is adjacent to the city of Prineville, Crook County, which is situated in the geographical center of the State of Oregon. Primarily, the benefits of the project are for irrigation, but nevertheless, it is a multipurpose project, and provides for flood control which is a very important item. Part of the city of Prineville, and those lands along the river have been subject to recurring floods throughout the years. The reservoir is of sufficient size to give us almost complete flood control.

The economy of the project area is based upon agriculture and lumbering. The lumbering industry did not enter the area until 1936, and today we have five large sawmills. The timber for these mills has been obtained from two sources: (1) The Ochoco National Forest, and (2) private timber holding. The national-forest timber is cut on a sustained-yield basis, and will support approximately 2½ sawmills the size of those operating today. The private timber has, in most instances, been liquidated, but will continue to support about one-half sawmill the size of those in operation; consequently, we will have

enough timber to support three of our mills. We expect to lose one of these mills within the year. Our schools, industry, and community life have been based upon our present population of about 9,000 people in the county with approximately 7,500 of this number living within the project area. The Crooked River project will have a very great stabilizing influence on our economy, as this period of readjustment takes place.

The Ochoco Irrigation District was organized under the water laws of the State of Oregon in 1916. Construction on the reservoir was completed early in 1921, and the canal system in 1922. The district was organized to irrigate 22,000 acres of land. A lack of sufficient water immediately reduced this area to 16,000 acres, and in 1933 it was again reduced to 12,500 acres. In 1933 the district failed completely. This failure was due to two reasons: (1) A lack of sufficient knowledge of the long-range water supply, and (2) the drought of the 1930's. In 1936 the district borrowed $289,000 from the Reconstruction Finance Corporation and paid their debts at the rate of 0.2028 cents on the dollar. At this time, the irrigable area was reduced to 8,500 acres. Only four of the original farm families survived these trying times.

When the farmers realized they did not have sufficient water to irrigate their land, they began to look for another source of water. They asked the Bureau of Reclamation to investigate the feasibility of using Crooked River water to supplement the supply from Ochoco Creek. In 1936 the Bureau of Reclamation issued its first Crooked River report.

In the fall of 1940, the then Commissioner of the Bureau of Reclamation, the late John Page, visited our area. He told us he would recommend the project for construction in 1941. In 1941 we were threatened with war, and construction of new irrigation projects were stopped by the President. When war broke out, 26 irrigation projects were set up for immediate construction to help alleviate any possible shortage of food for the United States and the world. All of these projects were built except the Crooked River. We were deferred because of strategic materials. In 1947 the Bureau of Reclamation issued the Columbia River report—a complete plan for the complete development of the Columbia River drainage area—listing Crooked River among the 13 irrigation projects recommended for immediate construction. This report was approved by all the affected departments, but failed to gain the approval of the Congress. Again we had to wait.

Mr. Chairman, and members of the committee, it appears that we are now caught in the middle of a budget crisis, and unless you gentlemen act favorably upon the budget request, we will continue to wait for only God knows how long.

Our entire agricultural economy depends almost entirely upon stored water. We live in an area of approximately 9 inches of annual rainfall—most of which comes in the winter months in the form of snow, and runs off rapidly in the spring. We have a going irrigation system covering almost enough area to irrigate the proposed 14,890 acres, and yet are irrigating only 8,500 acres. We are never sure of an adequate supply of water for the 8,500 acres. We have good land and plenty of water. All we need to do is get the two together.

This project is badly needed, and will be an asset to the State of Oregon and to the Nation. My people have been working on this project since 1935, and I personally, have worked on it for 18 years. I urge you to approve the amount proposed in the budget ($850,000) so that my people will not have to continue to wait, and can be assured of an adequate water supply. Stored water in a sufficient quantity to mature our crops is the difference between success and failure.

Adding to that, Mr. Chairman, I might say that this does not bring in new land as this map over here will show. A lot of the land in green is irrigated. The land in yellow is partially irrigated. It does not bring in but very little new land. It merely furnishes us supplemental water for the land.

Another thing we have is the fact that our economy is based upon lumber and agriculture. Our lumber business is going down. We have five sawmills at the present time, and those will be reduced in the near future to three sawmills.

Mr. RABAUT. What did you say about the yellow on the map?

Mr. COLES. The yellow in the map is land that is reported by the Bureau as not being irrigated, but it is partially irrigated at the present time.

Mr. RABAUT. It says down there "presently dry land."

Mr. COLES. Yes, sir; but that is a mistake by the Bureau, sir, because I run that project, and a lot of that they pick up in return flow. So, they do attempt to irrigate it. At one time it was all irrigated.

Mr. RABAUT. How old a map is this?

Mr. COLES. It was made recently, sir.

Mr. RABAUT. You say they are wrong about this dry land?

Mr. COLES. They put that in the report to start with because it does not have a water right, and if it does not have a water right, as Mr. Budge from the State of Idaho knows, it cannot be included.

However, they pick up surplus water from our district.

Mr. BUDGE. May I ask a question at this point?

Mr. RABAUT. Surely.

Mr. BUDGE. Primarily, what this project wants is supplemental water; is that right?

Mr. COLES. That is right. It is a supplemental water project, and we need it very badly, because even with the 8,500 acres we are never sure of a water supply. We have an average rainfall of 7 inches, which falls in the wintertime. It comes in the early spring, and if we do not capture that water and irrigate with it, we do not have anything.

Thank you, Mr. Chairman.

Mr. RABAUT. Thank you, Mr. Coles.

Congressman Ullman, who is your next witness?

Mr. ULLMAN. Mr. Chairman, Mr. W. S. Nelson, who is manager of the Chamber of Commerce of The Dalles and director of the Columbia River Development Association.

Mr. RABAUT. We will hear from Mr. Nelson at this time.

STATEMENT OF W. S. NELSON

Mr. NELSON. My name is W. S. Nelson. I am a director of the Columbia River Development Association, whose main office is in The Dalles, Oreg. I serve the association in a voluntary capacity, and represent it officially at this hearing. I am also manager of The Dalles

Chamber of Commerce, The Dalles, Oreg., by whom I am employed.

The Columbia River Development Association is a voluntary and nonprofit corporation, having a membership composed of Columbia River ports, which are public agencies; chambers of commerce; public utility districts, which are member owned and operated; agricultural, forest, and industrial interests, and citizens in the mid-Columbia area of Oregon and Washington.

The mid-Columbia area is that portion of the Columbia River Basin of Oregon and Washington bordering upon the Columbia River between Bonneville Dam on the west, and the area at the mouth of the Snake River on the east.

OBJECTIVES OF THE ASSOCIATION

The prime objectives of the association is the conservation of the natural resources of the Columbia River Basin and their efficient and most beneficial utilization. In this objective it works in harmony and unison with all other regional interests and in particular with the Inland Empire Waterways Association, of Walla Walla, Wash.

In particular, the Columbia River Development Association is concerned with the development and highest utilization of the power potential of the Columbia River system; the fullest utilization of existing and potential navigation advantages of the Columbia River, deep and shallow draft, provided by the existing and future dams; the expansion and broadening of markets for its agriculture products, in their natural and processed states; the most diversified utilization and marketing of its forest resources, in Federal, State, and private ownership; and the expansion of its industrial opportunities through use of regional and imported raw materials, in combination with hydroelectric power generated in the region, which has 40 percent of the power potential of the Nation.

REQUEST FOR FUNDS FOR COMPLETION SHIP CHANNEL PROJECT, VANCOUVER, WASH.-THE DALLES, OREG.

Utilization of the 84-mile ship channel by deep-draft ships, ocean-going barges, and integrated large tows of shallow draft is blocked by the channel obstructions located within a 6-mile channel reach, which cause adverse cross currents and nonnavigable channel alinement at lower entrance of Bonneville lock, and in Bonneville Pool at Eagle Creek point and the head of former Cascade Rapids. Explanation in more detail is given in topic "Existing Project Situation."

The Columbia River Development Association now pleads for sufficient funds for removal of these obstacles estimated by the Corps of Engineers to cost $2,500,000.

EXISTING SHIP CHANNEL PROJECT SITUATION, VANCOUVER, WASHINGTON—THE DALLES, OREG.

Features and Scope

The authorized ship channel of 27 feet begins at Vancouver, Wash., the present head of deep-draft navigation on the Columbia. It extends upriver therefrom, through Bonneville ship lock, to The Dalles, Oreg., a distance of 84 miles. When completed, it will accomplish the

establishment of worldwide ocean service 84 miles closer to the major portion of the Columbia River Basin region east of the Cascade Mountains, an area of 200,000 square miles. The project will increase the length of the present ship channel from the mouth of the Columbia to Vancouver by 83 percent.

The authorized ship channel may be best described as being of two sections, one the tidal section and the other the Bonneville Pool section. The tidal section is the river reach of the Columbia extending from Vancouver, Wash., the present head of deep-draft navigation, to Bonneville Dam, a distance of 39 miles. The Bonneville Pool section extends from Bonneville Dam to The Dalles, Oreg., a distance of 45 miles. Both sections are integrated for navigation by a ship lock in Bonneville Dam of dimensions suitable for movement of deep-draft vessels, oceangoing and shallow-draft barges.

No construction work has been done on the project since 1949. Work done between 1937 and 1949 has brought each of the sections of the project into the following status:

1. Tidal section of 39 miles, Vancouver to Bonneville, has been excavated to project depth. It is now maintained at a controlling depth of 15 feet, not 27 feet as authorized.

2. Bonneville pool section requiring rectification of channel alinement at lower entrance of Bonneville lock and at a minor number of points immediately above the dam. Completion of this work is required. Channel alinement above Bonneville Dam was scheduled for completion during construction of Bonneville Dam and out of funds for that project. This work was not done.

PROJECT STATUS REVIEW

1. Tidal section completed, Vancouver-Bonneville Dam: In 1937, almost 20 years ago, construction of a ship channel of 27 feet draft between Vancouver, Wash., and Bonneville Dam, including a ship lock in the dam, was authorized. Installation of the ship lock was in progress at the time of this authorization. The purpose of the ship channel and the ship lock was that of utilizing the navigable depth and width of the pool being created and controlled by Bonneville Dam for the extension of ocean service 84 miles further inland, to The Dalles, Oreg.

Construction work on the ship channel between Vancouver and Bonneville Dam was in progress up to and at the beginning of World War II in 1941, at which time the project was rated by the Corps of Engineers as 85 percent completed.

Work on the ship-channel project was suspended during the war because of manpower and material requirements for the war effort. Following the war, Congress appropriated funds and the project was completed in 1949. The ship lock was completed in 1938.

Since completion of the project between Vancouver and Bonneville Dam, the Corps of Engineers has maintained it at a controlling depth of 15 feet, not 27 feet, as authorized, and to which depth it was completed.

It was found after completion of this project that rectification of channel alinement in certain areas of Bonneville Pool and at the lower entrance of Bonneville lock would have to be completed before the channel in Bonneville Pool could be made safe for navigation of deep-

draft vessels. The record shows, as elsewhere explained, that this work was to have been done at the time Bonneville Dam was being constructed and out of funds allocated to that project. For reasons unknown to us, or ever made public, this work was not done. Because the work was not done before completion of Bonneville Dam, and out of funds allocated to it, it became necessary to secure an authorization for it, which Congress gave in 1946.

In the authorization of 1946, Congress combined the previous authorized project of 1937, Vancouver to Bonneville, with the recognized deep-draft section of Bonneville Pool, thus providing an authorized ship-channel project, Vancouver to The Dalles.

Since no funds have been appropriated for channel rectification in Bonneville Pool, the Corps of Engineers hold that there is no necessity for maintaining the channel tidal section, Vancouver-Bonneville, to a greater controlling depth than 15 feet, now adequate for present type of shallow-draft barge operations. Restoration of this channel to project depth of 27 feet cannot be obtained until channel rectification is accomplished in Bonneville Pool and in lock entrance area of Bonneville Dam. Its restoration, whenever accomplished, is a matter of maintenance work, now authorized, not that of construction.

Therefore, the status of the tidal section of the ship channel, Vancouver-Bonneville, is that of a completed project of a depth of 27 feet, but maintained at 15 feet for the reasons above stated.

2. Bonneville Pool section uncompleted, Bonneville Dam-The Dalles, Oreg.: This section of 45 miles of the 84-mile ship channel is not usable for deep-draft navigation of ships, oceangoing barges, and for integrated large tows because of channel alinement at lower entrance of Bonneville lock and at certain points in the pool for a short distance above Bonneville Dam. Other than this, the pool is navigable, as is, for the remaining distance to The Dalles, Oreg.

Other than the correction of the channel alinement in the lower channel entrance to Bonneville lock, all of the channel alinement in the pool immediately above the dam was scheduled for completion during construction of Bonneville Dam and out of funds for that project, prior to its completion in 1938.

In House Document No. 94, 74th Congress, 2d session, April 20, 1936, an engineering and economic feasibility report on Columbia River between Vancouver, Wash., and Bonneville Dam was submitted to Congress, by the Corps of Engineers. This report was in response to a resolution, adopted January 5, 1934, by the Rivers and Harbors Committee of the House of Representatives, with a view to providing a channel 30 feet deep from the mouth of the Willamette River to Bonneville Dam, and locks in said dam suitable for navigation of 30 feet draft.

In this report of the Corps of Engineers, it is stated by the district engineer, Portland District, Corps of Engineers, on page 47, paragraph 109, in the above-referred-to document, as follows:

> It appears that ship navigation may also require straightening of the channel just above Eagle Creek to eliminate a sharp turn and reduce cross currents, and further work of a minor character may be found necessary at and above Cascade Rapids. The amount of additional work is not large and is included in the allowance for contingencies in the cost estimate.

For the reasons unknown to us and never made public, this recognized need for channel rectification for a short distance and at specific points was not accomplished during construction of Bonneville Dam. Failure to complete this work now compels obtainance of funds to accomplish what should have been done during construction of Bonneville Dam. In the main, it is the reason why the establishment of deep-draft service on the channel has been blocked and the use of the completed portion in the tidal section was made useless for deep-draft vessel movement.

What is now required to make the entire channel usable is rectification of channel alinement at lower entrance of Bonneville lock and for a short distance of Bonneville pool above Bonneville Dam.

Therefore, the status of Bonneville pool channel section is that of uncompleted work involving channel alinement as above cited. Estimated cost of this work is $2,500,000. Until the required work is accomplished, the ship channel will remain unusable for deep-draft service, which in effect is the wasting of the great navigation ultimate advantage created by the construction of Bonneville Dam.

BONNEVILLE DAM CREATED FEASIBILITY OF SHIP CHANNEL PROJECT

CHANGE OF RIVER CHARACTERISTICS

Bonneville Dam, which is located at the head of the tidal reach of the Columbia, greatly and permanently altered the natural characteristics of the Columbia River between The Dalles, the site of the Dalles Dam, and Bonneville Dam, a river distance of 45 miles.

The backwater pool created by the dam, now permanently and continuously controlled by it, submerged the natural river channel having a river flow and fall of 50 feet, and its swift current and rapids. The former Cascade locks used by shallow draft carriers, principally steamboats, for bypassing the nonnavigable section of Cascade Rapids, were likewise eliminated by the substitution of a ship lock in Bonneville Dam.

EFFECT OF BONNEVILLE POOL

The effect of Bonneville pool was to raise the normal low water elevation of the Columbia River at The Dalles, from 46 feet above sea level to a controlled low water elevation of 72 feet, thus adding 26 feet to the then-existing depth of the river in its natural channel. For the most part the river bottom is below sea level. Thus there was added 26 feet to the existing river depth and width thereby making it most suitable for deep-draft ships.

Two main purposes were created by the formation of the backwater pool. One is that of utilizing the flow of the river and the higher head created by Bonneville Dam for the generation of power, a function the dam has been performing since 1938. The other purpose resulting from the establishment of the pool was that of improvement of the river for navigation. The increased depth of the river, created by the pool, provides a navigable depth more than adequate for navigation of deep-draft ships, oceangoing and integrated large tows of shallow-draft barges.

The direct relationship of this pool to the tidal reach of the Columbia made feasible its integration with that reach of the Columbia,

which by improvement to 27-foot draft, now completed, made feasible the extension of a ship channel, Vancouver, Wash., to The Dalles, for deep-draft ships, oceangoing barges, and it made possible navigation of integrated large tows of shallow draft not feasible prior to Bonneville Dam.

ENGINEERING AND ECONOMIC FEASIBILITY

The navigation feasibility, now fully accepted, lies in utilization of the navigable pool of Bonneville Dam and its full and complete integration with the tidal reach of the Columbia by the ship lock in the dam.

Because of difficulties, past and present, in accomplishing full integration of the Bonneville Pool with the tidal reach, now of a depth of 27 feet, and the obtainance of adequate lock in the dam, by which to accomplish fullest utilization of navigation advantages, we think it necessary to make those difficulties clear through a review of the history of the Bonneville project and the obtainance of the ship-channel project. We do so in the following pages of this statement.

We think this review will most clearly show why funds should now be provided to accomplish what Congress so long ago authorized, and which it recognized would provide a transportation route bringing lower costs for the region it would serve most beneficially. Such review will also clearly set out the continuous struggle of the people, for 20 years, to secure the utilization of the high navigation potential created by Bonneville Dam, the fullest and ultimate use of which has not yet been realized.

The economic justification of the ship channel project was determined in 1936, and submitted to Congress in House Document 94, 74th Congress, 2d session, 1936. It was upon this determination that Congress authorized a ship channel project in 1937—Vancouver to Bonneville Dam. A brief review of this determination is submitted in the following pages of this statement. What was then determined as the sound value of the project has not been lessened in the run of time, rather the growth and development of the region has enhanced the value of the project many times.

HISTORY OF BONNEVILLE DAM

The first plan for comprehensive development of the Columbia River from the head of its tidal reach to the Canadian boundary was made by the Corps of Engineers, under congressional authority, and presented to Congress in 1932, and published in House Document 103, 73d Congress, 1st session.

The Corps of Engineers proposed that a navigation and hydroelectric project be built at Bonneville, Oreg., being a location at the head of tide, as the ultimate downstream project and one that would be integrated with and related to all others constructed at other points upstream. By construction of such project, the fall of the Columbia below the next upstream dam would be fully utilized for generation of power and by it improved navigation channels would be provided, thus performing a multiple function in development of the river.

Construction of Bonneville Dam began without formal authorization by Congress. Its construction was ordered by President

Franklin D. Roosevelt, under the provisions of and through funds provided by the National Industrial Recovery Act.

Construction of Bonneville Dam began September 30, 1933, as Federal project No. 28, of the Public Works Administration which assigned the administration of construction to the Corps of Engineers. Since the project was to become a part of the comprehensive plan for development of the Columbia River, its location at Bonneville was accepted and its design made to conform to the overall plan.

It is generally known and recognized that final plans and specifications for construction of the project had not been made prior to the order for its construction, nor were they complete at the time construction began. The project was one hurriedly initiated in the interest of restoring our collapsed economy to a state of normalcy.

LOCATION AND DESIGN OF BONNEVILLE DAM

In the various necessary engineering studies leading to the final design of Bonneville Dam, the controlling factor was that of utilizing, for power generation, the maximum of the flow and fall of the Columbia for 45 miles, from The Dalles to Bonneville. By so doing the project would also be fully integrated with and related to a project proposed for construction in the vicinity of The Dalles. The Dalles project has just been completed and the integration conceived at the time of planning Bonneville has been fully accomplished.

The planning for navigation was not as forward looking as that given to power generation. In the plans leading to Bonneville Dam design, it was proposed that navigation locks be 56 feet wide, 360 feet long, and limited to a controlling depth over the sills of 9 feet. Such design would have limited the use of the waterway above and below the dam to shallow draft carriers. This lock design was a complete disregard of the then rapidly developing operation of integrated tows on the principal rivers of the country. Such tows require greater width and length than proposed, in order to avoid breakage and reassembly of such tows. Such type of operation was producing economy in water transportation with resulting benefits to the public.

The final and adopted plans for construction of Bonneville Dam were those which have resulted in the permanent establishment of a controlled pool elevation of 72 feet, extending 45 miles upriver to The Dalles. By this pool the rapids in the river and its swift flow and the former Cascade locks were submerged. The pool is also directly related to tidal reach of the Columbia. Further, the pool has permanently added 26 feet of depth over that existing in the natural river channels in the vicinity of The Dalles.

By the establishment of Bonneville pool, a waterway, directly connected with the head of tide, was created. Utilization of this great navigation advantage created by the project could not be accomplished in the highest degree if installation of locks in Bonneville Dam were to be of the dimensions proposed in the plans. Disregarding the potential for deep-draft navigation, the lock design would have greatly diminished use of the waterway on an economic basic for even shallow-draft navigation of integrated large tows.

Engineers, navigators, shipping interests, and all of the people of the region recognized the navigation advantage being created by Bonneville. It was clear that the pool was more than adequate for deep-draft navigation; that it was directly connected with the tidal reach of the Columbia, over which deep-draft vessels could be operated, and that it was adequate for navigation of deep- and shallow-draft integrated tows. It was also recognized that utilization of all of these navigation advantages could not be accomplished in the highest degree by locks of faulty dimensions, such as proposed in the then existing plans.

Careful studies clearly indicated economic justification for integration of the pool of Bonneville with the deep-draft waterway below, by the installation of locks in Bonneville Dam of such dimensions as would permit the movement through the dam of deep-draft vessels, deep-draft barges, and integrated tows of shallow draft. In effect, such locks would permit the extension of ocean service 84 miles, through the Cascade Mountains and to the western edge of the interior Columbia Basin, an area of 200,000 square miles. It was shown that the deep-draft waterway of the Columbia, in which substantial investment had already been made could be extended in length by 83 percent. Here was the making of a waterway improvement of the highest import to the Nation and to the region it would serve.

Agricultural interests, seeking and needing lower transportation costs; industry, other interests, and the people in general throughout the region, submitted to the Public Works Administration a request that the locks in Bonneville Dam be made of such dimensions as would assure utilization of the navigation advantages of the Columbia River in the highest degree. Petitions carrying facts and arguments were submitted, asking that this sound objective, being one of the multiple purposes of Bonneville Dam, be fully and competently accomplished in the public interest and for greatest return for the money invested in the project.

These petitions were filed with the Public Works Administration, it being assumed that since it was the agency under which the project was being built, that it could and would modify the plans for navigation locks. The request was denied.

The request for change in lock dimensions was next submitted to the Corps of Engineers, which was then building the project with funds from the Public Works Administration. Officials of that agency held that change in plans for locks could not be accomplished without an act of Congress. This in spite of the fact that Congress had not officially authorized construction of Bonneville Dam. This constituted a denial of the request.

The matter was submitted to Congress. In January 1934, by resolution of the House of Representatives Committee on Rivers and Harbors, the Corps of Engineers was directed to determine and report on the feasibility of construction of locks in Bonneville Dam suitable for navigation of 30 feet draft. A public hearing was ordered under this resolution and held before the Board of Engineers for Rivers and Harbors, at The Dalles, Oreg., on May 31, 1934. Justification and the desires of the people of the region were cited

by a large number of witnesses representing a diversity of interests in all of the region east of the Cascade Mountains, an empire of 200,000 square miles.

How and by whom decision was eventually made to alter the plans for locks in Bonneville Dam does not appear to be of record. In August 1934 President Roosevelt visited Booneville Dam during a speech made at the project, he said, among other things, "I hope it will be found the part of wisdom to install ship locks in this dam at this time so that navigation may be extended to the interior." Immediately following this statement, the construction of locks on a revised basis was begun.

By the very forceful insistence of the people and by official recognition of the navigation advantages created by Bonneville Dam, a ship lock with a width of 76 feet, not 56 feet as first proposed; clear length of 500 feet, not 360 feet; and a depth over the upper sill of 32 feet, not 9 feet; and a depth of 27 feet, at normal low water, not 9 feet, over lower sill, was constructed.

Thus closed a chapter in which the people demanded and obtained the construction of locks at Bonneville by which deep-draft navigation can and will be extended 84 miles inland into the vast interior. Having accomplished the installation of adequate locks in Bonneville Dam, it then became feasible to extend the lower Columbia River ship channel from Vancouver to Bonneville Dam, a project which was completed in 1949.

It is proper to note at this point that Bonneville Dam was formally authorized as a river and harbor project by the act of August 30, 1935, or about 2 years after its construction was started as a Federal project under the Public Works Administration.

REVIEW OF VANCOUVER-BONNEVILLE SECTION OF SHIP CHANNEL

Having accomplished the installation of a ship lock in Bonneville Dam for passage of deep-draft vessels to and from the pool, the extension of the deep-draft ship channel from Vancouver to Bonneville Dam became feasible. Only by its extension and integration with Bonneville pool could the utilization of its deep-draft advantages be achieved.

The Rivers and Harbors Committee of the House of Representatives, by resolution, January 5, 1934, directed the Board of Engineers for Rivers and Harbors to review the report on Columbia River, Wash. and Oreg., submitted in House Document 103, 73d Congress, 1st session, with a view to providing a channel 30 feet deep from the mouth of the Willamette River to Bonneville Dam and locks in said dam suitable for navigation of 30-foot draft. The purpose of this was to extend and integrate the Columbia River deep-draft ship channel with the deep-draft advantages to be created by Bonneville Dam. It is also assumed that the deep-draft channel being created by Bonneville Dam, was construed to be part of that project, through authorization of Bonneville Dam in Rivers and Harbors Act of August 1935.

A report of the engineering feasibility and the economic benefits of the Vancouver-Bonneville ship channel project was submitted to

Congress by the Chief of Engineers, April 20, 1936. The district and division engineers, the Board of Engineers for Rivers and Harbors and the Chief of Engineers, concurred in finding the project feasible and in recommending its construction. The requested channel depth of 30 feet was reduced to 29 feet by the district engineer. It was reduced to 27 feet by the division engineer and so recommended to Congress, which adopted this depth in its authorization of the project.

As elsewhere shown, the project was completed in 1949 to a project depth of 27 feet; and a lock of dimensions of 76 feet width, 500 feet clear length, and 27 feet deep over lower sill, at ordinary low water, was constructed. Therefore, the extension of the Columbia River ship channel to Bonneville Dam and its integration with the deep-draft pool of that project has been accomplished.

REVIEW OF BONNEVILLE-THE DALLES SECTION OF SHIP CHANNEL

In House Document No. 94, 74th Congress, 2d session, April 30, 1936, Columbia River, between Vancouver, Wash., and The Dalles, Oreg., the division engineer, under the top "Existing projects" stated, in part, as follows:

> The completion of the Bonneville project will make available, by the raising of the water-surface elevation, a channel 30 to 75 feet deep over a width of approximately 300 feet from Bonneville to The Dalles, Oreg., a distance of 43 miles (p. 11, par. 9).

By the foregoing statement the deep-draft advantages of the 45-mile pool of Bonneville, extending to The Dalles, Oreg., was officially established and accepted.

In the document referred to above, the district engineer stated, as follows:

> It appears that ship navigation may also require the straightening of the channel just above Eagle Creek to eliminate a sharp turn and reduce cross currents, and some further work of minor character may be found necessary at and above Cascade Rapids. The amount of such additional work is not large and is included in the allowance for contingencies in the cost estimate.

It was assumed by all those concerned with this project that the required work would be done before submergence of the obstacles to ship navigation and out of funds allocated to Bonneville Dam project. This work was not done for reasons unknown to us.

After Bonneville Dam assumed the status of a completed project, it became necessary to obtain congressional authorization to do the work that should have been done as a part of the project. Rivers and Harbors Committee of the House of Representatives, on December 21, 1944, directed that a review of previous reports on the Columbia River be made with a view to determining whether it is desirable to provide additional improvement in the interest of navigation. A hearing on this was held at Hood River, Oreg., April 19, 1945.

It is shown in Report 2009, dated May 13, 1946, in support of river and harbor bill 6407, among other things, that modification of existing projects for Columbia River, between Vancouver, Wash., and The Dallas, Oreg., is to provide the following:

> (a) For channel 27 feet deep at adopted low water and 300 feet wide between Vancouver, Wash., and The Dalles, Oreg.

Authorization in accordance with this was made in the River and Harbor Act of July 24, 1946. This authorization covered the work

that should have been done during construction of Bonneville Dam and by funds allocated to that project.

The foregoing authorization superseded the authorization of 1937, for a ship channel, Vancouver to Bonneville Dam, and lock in said dam, and resulted in covering the entire reach of the ship channel from Vancouver through Bonneville Dam to The Dalles, Oreg., as a single project. It is this authorization under which we now seek funds for completion of the ship channel.

Since 1946, we have persistently and consistently endeavored to secure funds for completion of the work in the vicinity of Bonneville Dam, which, we repeat, was work that should have been accomplished during construction of that project. However, a nominal amount of work has been found necessary at the lower entrance of Bonneville lock through defects observed by the present navigation of shallow-draft tows. This consists of channel alinement, an improvement equally required for deep-draft navigation.

Until the required work, now fully authorized, is completed, utilization of the navigation advantages created by the completed section of the ship channel, Vancouver to Bonneville, and those provided in the Bonneville Pool, cannot be achieved, with consequent annual loss of substantial transportation benefits.

CONTEMPLATED USE OF SHIP CHANNEL

Use of the ship channel was contemplated by many but since the following is of record and pertaining to one of the principal commodities that would be shipped in heavy tonnages, we submit it showing the intended use of the project.

[News article, The Dalles Chronicle, October 24, 1945]

SILT UPSETS PLANS FOR SHIPMENT OF WHEAT HERE

Only the fact that the Columbia River Channel between Vancouver and Bonneville has filled with silt in several places, during the 4 years that Army engineers have been without equipment for maintenance, today prevents the movement of wheat from the port of The Dalles by ocean freighter.

It was revealed yesterday by Earl Corey, Pacific coast manager for the Commodity Credit Corporation, following contact with the local port commission. The Commodity Credit Corporation now has seven freighters, under allocation for the movement of Pacific Northwest wheat to world market centers as a means of relieving storage congestion.

Corey said he had planned to send at least two ships to The Dalles, to pick up grain owned by the Corporation and stored here. He contacted Army engineers and was informed that ocean-boat transportation at this time is impossible.

Army engineers assured him, that channel dredging will be resumed as soon as equipment is released for this purpose. Silted portions of the river presumably will be cleared first, after which channel dredging to a depth of 27 feet will be completed, in keeping with the original plan.

Funds have been included in the current rivers and harbors bill to defray cost of completing the ship channel to Bonneville. It is expected that most of this work will be dine in 1946.

What was contemplated in 1945, cannot be accomplished today even though the ship channel has been completed between Vancouver and Bonneville Dam, because channel alinement work above Bonneville, in a minor reach of it, has not been done. It is proof that the channel will be used for the economies that can be gained, which was the objec-

tive of Commodity Credit Corporation in the movement of Government-owned grain.

CONSTRUCTION OF TERMINAL FACILITIES

In the recommendations submitted by the district engineer, Corps of Engineers, House Document 94, 74th Congress, 2d session, April 30, 1936, it is stated, in part, as follows:

(e) That no funds be allotted to this improvement until the local interests have given assurance to the Secretary of War that adequate terminal facilities will be provided at the proper time.

The Port of The Dalles, a municipal corporation, relying upon completion of the ship channel for establishment of deep-draft service, as well as operation of integrated tows of oceangoing and shallow-draft barges, met the above-prescribed conditions of local cooperation, by the construction and operation of terminal facilities, fully adequate for the interchange of ocean commerce of the type then predicted.

The Port of The Dalles invested $143,000 of port district funds in conjunction with $117,000 provided as a grant by the Public Works Administration, a Federal agency, or a total of $260,000. Since this initial development there has been $450,000 invested in grain terminal facilities, having a capacity of 900,000 bushels.

These terminal facilities are in excess of present requirements for servicing shallow-draft carriers. They have been so maintained for more than 15 years. Failure to complete the ship channel has imposed a financial loss of proportions upon the port district.

ECONOMIC JUSTIFICATION PROVEN IN 1936

In House Document 94, 74th Congress, 2d session, April 20, 1936, the division engineer, North Pacific division, Portland, Oreg., recommended the construction of a ship channel, Vancouver, Wash., to Bonneville Dam, integrated with the Bonneville Pool for extension to The Dalles of deep-draft service. He found the project to be economically justified and this was concurred in by the Board of Engineers for Rivers and Harbors and the Chief of Engineers. He estimated the prospective annual tonnage that would move over the ship channel and the savings thereon, as follows:

Items	Tons	Savings per ton	Total savings
		Cents	
Present commerce	640,000	40	$256,000
Future commerce (other than industrial)	320,000	55	176,000
Future industrial commerce	1,350,000	40	540,000
Total average annual savings	2,310,000	42	972,000

The division engineer further stated, in explanation of the effect of these savings, in part, as follows:

Since the estimated capitalized value of the proposed improvement is greater than its cost, even without taking into consideration future industrial commerce brought about by the availability of large blocks of cheap power, I am of the opinion that the proposed improvement is justified.

From this it is noted that the future tonnage of 1,350,000 tons, as above shown, with estimated savings of $540,000 was not a factor in determination of bare economic justification but a projection of tonnage that would be induced by the improvement.

EXPANSION OF ECONOMIC JUSTIFICATION

In the 20 years since authorization of the ship channel, the commerce of the region has been greatly expanded by growth in population, the establishment of industry induced by availability of large blocks of hydroelectric power and by increased agricultural production through irrigation of arid lands, and utilization of wood waste in production of pulp and paper.

Other witnesses appearing at this hearing will present, orally and in written statements, facts showing the extent of this growth. For this reason only a summary is here presented in avoidance of repetition.

This summary is based upon the findings in a report prepared for the Columbia River Development Association by Ivan Bloch & Associates, titled "Navigation Potential of the Columbia River Seaway," July 1936. In summary, the report shows the following:

	Short tons	Savings
Present potential inbound and outbound commerce	2,769,771	$3,035,000
1975 potential inbound and outbound commerce	6,607,500	6,078,000

The report indicates that agriculture tonnage originating in the hinterland served by The Dalles area, head of deep-draft navigation, feasible for ocean shipment, could provide cargoes for at least 175 10,000-ton ships per year. If 8,000-ton ships were used, the total shipping would more likely be about 200 ships per year. On the average, this would be 3 to 4 ships per week calling at The Dalles for cargoes of agricultural production of this area. By shipping directly from this area, it is estimated that a saving would be realized of $1.68 per ton on wheat and $3 per ton on apples and pears.

Much of the volume of industrial cargo, included in the tonnage above cited, shipped in oceangoing vessels will be developed over the next few years. This volume is estimated to be in the aluminum, ammonia, chlorine, ferroalloy, paper, phosphate fertilizer, and zirconium industries, according to various official reports.

The aluminum industry now being established at The Dalles has contracted for enough inbound cargo to require a minimum of 12 to 14 10,000-ton vessels. According to reliable statements concerning expansion of operations of this particular industry, it is most probable that this tonnage will increase within the next 5 years to 35 or 40 ships. Downstream movement of ingot would amount to at least 6 ships per year initially. It is stated that this could expand with favorable ocean transport availability to a foreseeable volume within 20 years of 150 inbound shipments and 17 outbound shipments annually of industrial cargo.

SUMMARY

It is recognized that this statement is extended and carries some repetition. We regarded it as important that those who may be uninformed concerning the feasibility and the economic aspects of the Vancouver-The Dalles ship channel be provided with the historical background of it and the long effort to secure its completion. It is an effort on our part to convert a potential to a reality for the benefit of the Nation and the region it serves. Summarizing, we have shown—

1. That the reports of the Corps of Engineers of 1936 show engineering and financial feasibility of the project, together with recommendations that it be constructed.

2. That the project is a major feature in the comprehensive, multipurpose plan of basinwide development of the Columbia River system.

3. That its strategic position is its relationship to the resources, developed and undeveloped, of the Columbia Basin, on the one hand, and the markets of the world, on the other.

4. That in addition to its present high economic justification, its potential of expanded use lies in the vast undeveloped resources of water, land, forest, and minerals of the Pacific Northwest.

5. That the project is fully integrated with and constitutes an extension of 84 miles, or 83 percent of the existing Columbia River seaway, mouth of Columbia River to Vancouver, Wash.

6. That the project will expand and spread the benefits of the $59 million invested in the development, over the years, of the Columbia River seaway from mouth of the river to Vancouver on the Columbia and Portland on the Willamette.

7. That a required and limited amount of channel alinement work prohibits utilization for deep-draft service of the 39-mile completed extension of the ship channel, Vancouver to Bonneville, and the 45-mile deep-draft advantages created by Bonneville pool, both related to and integrated with ship lock in Bonneville Dam.

8. That movement of deep-draft ships over the tidal reach of the Columbia to and from Bonneville Dam and their elevation of 65 feet into or lowering from Bonneville pool will accomplish the establishment of ocean service 84 miles inland, through the rugged Cascade Mountains and to the western boundary of the interior Columbia Basin, an area of 200,000 square miles.

9. That the ship-channel project will be related to and a component of the navigation channels of the upper Columbia and connecting Snake Rivers, improved and unimproved, for a distance of 400 miles, which channels extend through the heart of the interior.

10. That the Corps of Engineers determined in 1936 that savings to be gained by the project amounted to $972,000, and, therefore, were sufficient even without considering $540,000 of the amount projected on future industrial commerce.

11. That it has been determined by economic studies made through employment of professional service that because of tremendous growth of the region, induced by development of the Columbia River, expansion of industry, increased agricultural production and growth in population, the potential tonnage for the ship channel is at present 2,769,771 tons, with savings of $3,035,000 annually; 1975 potential, 6,607,500 tons with savings of $6,078,000 annually.

12. That more and efficient distribution of agricultural production in foreign and domestic markets can be achieved by extension of ocean service 84 miles inland.

13. That a wheat price more competitive with foreign wheat-growers will be established.

14. That the Commodity Credit Corporation was ready to use the ship channel in 1945 for movement of surplus grain but blocked because it was uncompleted.

15. That agricultural tonnage originating in the hinterland will make feasible the shipping of 175 cargoes of 10,000 tons each per year over the ship channel with average savings of $1.68 per ton. More than 200 ships, if cargoes are of 8,000 tons.

16. That current establishment of industry on the upper end of the ship channel shows firm commitments for immediate inbound movement of 12 to 14 cargoes of 10,000 tons each with projections for increasing to 35 or 40 ship cargoes per year within 5 years.

17. That the ship channel will induce establishment of industry directly on and in the tributary region which has a foreseeable ocean transport volume of 150 inbound and 17 outbound ships annually.

CONCLUSION

Completion of the ship channel is urgently needed. The minor work required to effect the establishment of ocean service 84 miles inland will produce the range and diversity of benefits herein shown, enhance development and strengthen the general economy of the region and is by all tests economically justified.

Only by the completion of the ship channel can all the existing navigation advantages of the Columbia River be realized and the full scope and effect of comprehensive multipurpose development be achieved.

The uncompleted ship channel stands as a wasting resource. In the interest of the Nation and the region, we plead for its completion.

Mr. Chairman, this is a highly important project to the area, and at this time I would like to give you an interpretation of this map, and then be followed by the people who can best express it.

This map shows were the project is, and what it is, and how it serves a large area with the great resources developed and undeveloped. This is a map of the Pacific Northwest.

Mr. RABAUT. Someone might take a pointer and indicate the positions which you cover on the map as you go along.

Mr. NELSON. This is a map of the Pacific Northwest. This [indicating] is the Continental Divide of the Rocky Mountains on the east. The Cascade Mountains are at right angles across the western portion of the Pacific Northwest. The green represents the drainage area going into the Columbia River west of the Cascade Mountains and the yellow area represents the drainage area of the combined river system including the Snake River system, which involves over 200,000 square miles.

This [indicating] is the completed and presently existing ship channel from the mouth of the Columbia River to Portland and Vancouver. The project we are interested in is this extension to Porterville Dam, and from Porterville Dam to the Dalles (Oreg.)

Dam. This extension [indicating] is on the tidal section of the Columbia River and has been excavated to a depth of 27 feet. It has been permitted to silt back and it does not have a greater depth than 15 feet now.

The channel above is not in condition for deep-draft ships.

The unique feature about this is that the Porterville Dam is at the point where the Columbia spills and falls into the tidal section. This project is 72 feet high. While this project was under construction, it was recognized there was some obstacle involved in the alinement of the channel for the use of deep-draft ships. It was agreed in the report submitted by the Corps of Engineers that those obstacles would be removed while the dam was under construction, but for some unknown reason, and we do not know why, they were not removed, and until they are removed, the channel continues to be unsatisfactory for the operation of deep-draft ships, and we need, incidentally, deep-draft barges and also integrated large multiple tows.

The commerce on this river will have a ship channel 84 miles inland and an extension of this as indicated here, so that we will serve an entire empire by reduced land distance and reduced water haul in the interior where our products can go out to the markets of the world. The channel is serviced by Porterville Dam of 76 feet, 500 feet in length and 32 feet over the upper fill and 27 feet over the lower fill.

So, we are asking for a small section of the total length of this channel.

Thank you very much.

Mr. RABAUT. Thank you, sir.

Mr. ULLMAN. Mr. Chairman, our next witness is Mr. Kenneth Fridley, the immediate past president, Oregon Wheat Growers League, and an executive officer of that association.

Mr. RABAUT. How many more witnesses do you have?

Mr. ULLMAN. I have two more witnesses who would have very brief statements.

Mr. RABAUT. Mr. Fridley, you may proceed.

STATEMENT OF KENNETH FRIDLEY

Mr. FRIDLEY. My name is Kenneth Fridley. I reside near Wasco, Oreg. I am presently engaged as a producer of grain and livestock. I am the immediate past president of the Oregon Wheat Growers League and an executive officer of that association. The Oregon Wheat Growers League maintains membership in the Columbia River Development Association. My membership in this organization is a result of appointment by the executive committee of the Oregon Wheat Growers League.

This testimony may be divided into four parts: (1) The importance of wheat and barley production to the economy of the Pacific Northwest, (2) problems of transportation involved in marketing wheat in the Pacific Northwest, (3) steps necessary to be taken to alleviate the difficulties in marketing, and (4) the grain potential for the Pacific Northwest and its impact on the economy of the region and the United States.

For purposes of this testimony, references made to the Pacific Northwest shall include the eastern portions of Oregon and Washington and

the northern 10 counties of Idaho. This area lies in the rain shadow east of the Cascade Mountains with an average rainfall of from 10 to 15 inches. The soil is wind-laid over a mantle of basaltic rock, and is fine textured, fertile, and highly retentive of moisture. Agriculture is limited in these areas by a climatic barrier formed by the Cascade Range, which intercepts most of the atmospheric moisture reaching the land from the Pacific. On the eastern slope the descending air is warmed by compression and absorbs moisture rather than bringing rain. Two types of farming are carried on: (1) Winter or spring wheat followed by fallow, and (2) in the higher rainfall sections, spring wheat alternating with dry field peas. Wheat has been the only grain crop on many farms since the beginning of cultivation.

Today 19 counties lying on the interior plateau of the Columbia River Basin produce 90 percent of the Pacific Northwest wheat. These counties lie side by side within four physical subdivisions of that basin: (1) The Waterville Plateau, (2) the Channeled Scablands, (3) the Palouse Hills, and (4) the Deschutes Plateau, and are deeply dissected by the Columbia and Snake River Gorges.

This area produces, roughly, 100 million bushels of wheat or 3 million tons a year. Since 1950 the value of wheat produced ranged from a high of $277,051,000 in 1953 to a low of $181,280,000 in 1954. It is obvious that wheat production makes a substantial contribution to the economic life of the region.

Wheat producers of the region have been faced with serious problems of marketing and transportation since the close of World War II. Statistical data show that only about 10 percent of normal annual wheat production is consumed in the region. Therefore it is apparent that markets must be found in the populated centers of the Nation and the world, distantly removed from the Pacific Northwest.

Part of this market has been reached by rail, but the tremendous increase in rail freight rates over the last decade has steadily decreased the amount of wheat shipped by rail. Appendix A of this statement is a chart which compares freight-rate increases to rail shipments of wheat from the Pacific Northwest. From this chart it will be seen that from the middle of 1946 to the middle of 1954 rail shipments of wheat declined from 11.6 million bushels to 1.6 million bushels, or a decline of 78 percent. During this same time there was a total freight-rate increase on wheat of 79 percent. In September of 1954 there was a voluntary rate reduction of about 10 percent on eastbound rail shipments of wheat and wheat products. The effect was immediate and total rail shipments for 1954–55 were 220 percent greater than for 1953–54.

As a result of the rapid decline of the domestic market for Pacific Northwest wheat it has become apparent that the wheat producer of the Pacific Northwest must resort to low-cost water transportation for his economic salvation. The rapid deterioration of the domestic market plus a decline in exports to foreign countries resulted in a backing up of disposable supplies amounting to 135 million bushels in 1955 most of which was held by the Commodity Credit Corporation.

Since that time the Oregon Wheat Growers have embarked on a program of market expansion in the Far East areas. They are currently engaged in a cooperative effort by contract with the Foreign Agriculture Service under Public Law 480 in market promotion of

wheat and wheat foods in eight countries in the Far East. These include India, Japan, Thailand, South Korea, Indonesia, Burma, Pakistan, and the Philippines.

The Columbia River ports of Astoria and Portland, Oreg., and Longview and Vancouver, Wash., are loading approximately 70 percent of the grain shipped by water from the Pacific Northwest to domestic and foreign destinations.

A map has been prepared illustrating the estimated disposition of wheat shipped from the Pacific Northwest for the 1956–57 marketing year. This map is included in this statement as exhibit B. It should be noted that most of the movement is by water. In fact, less than 4 percent will move by rail. The statistics available as of April 1, of this marketing year indicate that water shipments will be considerably more than the estimate, and rail shipments will be somewhat less.

From these illustrations of the effect of rail freight rate increases and the large amount of wheat sold to foreign nations, it can be seen that the cost of water transportation is of vital importance to this vast wheat-growing area. The completion of the Columbia River channel will make large savings available to the farmers of the area, as well as providing a direct contribution to the national economy by lowering the delivered cost of wheat supplied to foreign nations under various Government programs.

At the present time it costs from 28 to 35 cents a bushel to bring grain by rail from inland points of the Pacific Northwest to water terminals. Completion of the channel will, in effect, bring the sea coast an additional 84 miles into the interior—through one of the highest and most rugged mountain ranges of our country.

The actual saving on transportation on wheat through the use of the completed channel has been estimated at 5 cents a bushel or $1.68 a ton. The basis for computing this saving is shown in appendix C of this statement. This estimate of unit savings is now considered conservative, but using it as a basis, there would be an estimated saving of $5,250,000 if all the wheat loaded at lower Columbia River terminals this year were loaded at the upper end of the Vancouver-The Dalles ship channel. This computation is based on 105 million bushels or 3,150,000 tons being loaded from these ports during the 1956–57 marketing year.

These statistics indicate the conservative nature of the estimates in the economic report, Navigation Potentials of the Columbia River Seaway, which was submitted by the Columbia River Development Association to the United States Corps of Engineers at a public hearing in Portland, Oreg., on July 13, 1956. The estimate in that report was for an immediate potential of 1,357,000 tons of wheat that could be shipped by deep-draft vessel on the Columbia River seaway from the ports of the mid-Columbia area. That report also listed the potential for barley as 50,000 tons.

These savings take on added significance when it is recalled that the Department of Agriculture has recently announced a reduction in the loan rate for wheat of 22 cents per bushel. Such a reduction emphasizes that the grain growers of the Pacific Northwest must employ every saving possible to make their wheat competitive in world markets and remain solvent in the face of rising production and transportation costs.

The savings in transportation will not only be of direct benefit to the grain grower, but also to the Federal Government in its various programs involving grain. At the present time the Government, through its price-support programs, owns a considerable quantity of grain. Any transportation savings that can be made on the shipping of this commodity wil directly accrue to the Government in reducing the operating cost of this program.

In addition, there is a continuing program of supplying foodstuffs to underprivileged nations. The Public Law 480 program, will cost this country just that much less if we reduce the cost of transporting these foodstuffs.

The ultimate potentials of the waterborne grain shipments from this area are impossible to guess. We do know that nearly half the world's population is in the Pacific Basin area and most of them have never had enough to eat. This is an area where food is one of our most effective weapons against the advancement of communistic influence. The possibilities for trade with this area are tremendous and it is a two-way proposition. By reducing the cost of our grain through transportation savings, more trading is made possible and greater quantities of input raw materials are available for the industrial plants of the area. We feel that encouraging industry in the mid-Columbia area through improved transportation is of considerable benefit to the economy of the area—and particularly to the grain growers. This is because it provides the possibility of return cargoes for vessels serving the area, and it improves the dollar position of various oriental nations, thus enabling them to buy more grain and other products of the United States.

For these various reasons we consider it essential to the welfare of the area to have the Columbia River ship channel between Vancouver and The Dalles completed. Such an investment certainly will have immediate benefits for the grain growers, the Pacific Northwest, and the Nation.

We feel that it is essential for the welfare of the area that the Columbia River ship channel be completed from The Dalles at Vancouver.

Thank you very much for your time and attention.

Mr. RABAUT. I appreciate your interesting comments, and I commend the people who come here and try to do these various things for their country. You leave your footprints in our records for others to have the benefit of.

Mr. ULLMAN. Mr. Chairman, our next witness is Mr. Ivan Bloch, who is the industrial consultant for the Governor of the State of Oregon, and who is also the industrial consultant for the Columbia River Development Association. He is a very competent engineer.

I would like to file his statement at this time for the record.

Mr. RABAUT. Without objection, the statement will be received into the record at this point.

(The statement referred to follows:)

STATEMENT BY IVAN BLOCH, IVAN BLOCH & ASSOCIATES, INDUSTRIAL CONSULTANTS, PORTLAND, OREG., ON BEHALF COLUMBIA REVER DEVELOPMENT ASSOCIATION

My name is Ivan Bloch, of Ivan Bloch & Associates, industrial consultants, Portland, Oreg., and Anchorage, Alaska. We have been retained for a number of years by various public and private groups in the Columbia area regarding industrial development and navigation improvement. We also have been re-

tained at times by the United States Corps of Engineers in making professional studies of industrial potentials and their relation to the improvement of navigation of the Columbia.

Previous statements introduced in this hearing regarding the urgent need for completing the already authorized 27-foot channel from Vancouver to The Dalles have dealt with its history and the important benefits which would accrue to the economy and the agriculture of the vast Columbia River drainage. The statement I am to make will deal with industrial aspects of this needed improvement and the related effects upon the economy of the Pacific Northwest, and hence of the Nation.

Our area's industrial history has been one of major contributions to the national well-being, to the expansion of its economy, and to the strengthening of its defense. The region has been a major producer of forest products: timber, wood pulp and paper, and wood chemicals. It has been a primary producer of important metals such as copper, lead, and zinc, and in more recent years, of aluminum and other metals, and of a variety of chemicals such as chlorine and phosphorus, essential to our Nation's modern industry.

The area drained by the Columbia, and particularly the reaches under consideration in this hearing, has considerable potential for beneficial industrial expansion. This is due to the following factors: large potential supplies of low-cost hydroelectric power; abundant water resources, as yet virtually untapped for industrial purposes; a variety of important industrial minerals (generally nonferrous); vast supplies of timber for structural as well as chemical utilization; and access to Pacific Basin supplies of industrial raw materials including many of strategic and critical importance.

The potential generally indicated is highly dependent on the expansion and development of lowest cost transportation. Increasing costs of overland transportation, therefore, are causing the region to seek greater reliance on waterborne both to reach its traditional national markets and those of the world and to obtain essential raw materials from offshore world locations. In this the development of the Columbia River navigation system is of key and critical importance.

Although there exist already substantial movements of industrial cargoes into and out of the reaches of the lower Columbia River, including such materials as inbound salt for chemical industry and outbound timber and fabricated metallic products, it is my professional opinion that the immediate and long-range future potential will be very much greater. It is further my opinion that had the authorized 27-foot channel and related improvements from Portland to The Dalles been completed, substantial industrial expansion of value to the region and the Nation would be well established by now, corresponding to considerably more tonnage movement than now made possible by unsatisfactory channel and related conditions in that stretch of the river.

In a comprehensive study which my organization completed for the Columbia River Development Association, we analyzed some of the immediate and long-range potentials of industrial tonnages which channel improvement would permit. I would like to summarize these in this statement, and in support thereof respectfully submit some supporting information for your record.

It is my opinion, therefore, that, with improved channel conditions, a total of almost 1,500,000 tons of industrial materials could move up the river from Vancouver to The Dalles by oceangoing vessels by 1975, with almost another 45,000 tons by river barge. These industrial materials would include such items as petroleum and coke from California, bauxite and alumina from Pacific and Caribbean sources, oil from California and other oil-producing areas, ammonia from California, salt from California and other areas, various ferroalloy ores from Alaska and Pacific Basin nations, specialty metallic ores such as zircon and the like.

Conversely, outbound cargoes would approach an annual tonnage of close to 200,000 by oceangoing vessels and more than 700,000 tons by barge. These would include aluminum products, caustic soda, limestone, pulp and paper products, fertilizers and related chemicals, and other industrial materials.

All of these tonnages, of course, are for waterborne cargoes. A substantial tinnage will continue to move by rail, and industrial expansion resulting of the waterway improvement would provide high-value industrial products which the rails would carry to national industrial markets.

As beginning evidence of the validity of the previous statements, there can be cited the example of the aluminum plant now under full construction by the

Harvey Aluminum, Inc., of Torrance, Calif., at The Dalles, Oreg. This major establishment, representing an intitial investment of some $40 million, was located at The Dalles because of the availability of low-cost hydroelectric energy of the Dalles Dam and the potentially suitable river channel from The Dalles to Vancouver and to the Pacific Ocean. The company has indicated that from 35 to 40 vessels of 8,000- to 10,000-ton load-carrying capacity will be required to bring essential aluminum-bearing materials to the plant at The Dalles where these materials will be processed to metal. Up to 65,000 tons of outbound metal products will be shipped to the company's coastal markets. As of the present time, the company advises that it is specifically and firmly contracting for inbound tonnages annually requiring 12 to 14 oceangoing vessels.

In addition to these industrial potentials and the grain potentials discussed by Mr. Fridley, there are also considerable tonnages of agricultural commodities that could move by water. These commodities include fresh apples and pears, canned and frozen fruits and vegetables, potatoes, and dry peas and beans. At the present time nearly a half million tons of these commodities from the interior area are exported or shipped to areas served by ocean shipping. The estimate of potential is based on the increased production of the Grand Coulee irrigation project by 1960 and is therefore very conservative for 1975. This estimate is for 608,000 tons of agricultural commodities, other than grain, requiring deep-draft transportation by 1975.

A summary of industrial tonnages and agricultural tonnages other than grain is attached as an appendix to this statement.

It might be appropriate to stress at this time that the Pacific Northwest, especially the sister States of Oregon and Washington, are facing severe economic problems. Their traditional reliance on forest products as a basic industry has caused severe seasonal swings in employment. With depressed markets for forest products, the area must strive for greater diversification in its economic and industrial base. In this, it is clearly recognized by responsible citizens of the area, that low-cost, effective water transportation is a major key to the solution of current and long-range problems. It is the major tool with which the Columbia Basin area can avoid slipping economically. It is the major tool with which the region vigorously can expand its important contributions to the national well-being and defense.

Potential movement of major commodities (except grain) in and out of study area, based on present and future economic activity, which would move by deep-draft vessel

[In tons]

	Present potential (1954)		Future potential (1975)			
			Domestic		Foreign	
	Domestic shipments	Foreign exports	Receipts	Shipments	Imports	Exports
Fresh apples and pears	133,439	33,750	----------	148,800	----------	34,000
Canned and frozen fruits and vegetables	214,736	----------	----------	301,100	----------	----------
Potatoes	41,513	----------	----------	71,200	----------	----------
Dry peas and beans	----------	50,000	----------	----------	----------	53,500
Aluminum	----------	----------	----------	120,000	----------	----------
Bauxite	----------	----------	----------	----------	1,040,000	----------
Ferro alloys	----------	----------	----------	----------	60,000	----------
Paper	----------	----------	----------	35,500	----------	----------
Oil	----------	----------	72,000	----------	----------	----------
Petroleum coke	----------	----------	61,000	----------	----------	----------
Phosphate fertilizer	----------	----------	----------	----------	----------	22,500
Salt	----------	----------	103,000	----------	----------	----------
Zircon	----------	----------	----------	----------	13,000	----------
Total	389,688	83,750	236,000	676,600	1,112,000	112,000

NOTE.—All quantities represent actual shipping weights.

Source: "Navigation Potential of the Columbia River Seaway" prepared by Ivan Bloch & Associates for the Columbia River Development Association and presented to the U. S. Corps of Engineers at a public hearing in Portland, Oreg., on July 13, 1956, table 16 of appendix B.

Mr. BLOCH. Mr. Chairman and gentlemen, everything I have to say is in the record. We believe this channel is necessary. We have made studies both by the Corps of Engineers as well as for these organizations, and it appears quite logical and desirable.

Mr. RABAUT. Thank you, Mr. Bloch.

Mr. ULLMAN. Mr. Chairman, our next witness is Mr. L. C. Sherwood, who is on the executive board of the Columbia River Development Association, and he is here on behalf of that organization.

I request permission to file his statement for the record at this point.

STATEMENT OF L. C. SHERWOOD

Mr. RABAUT. Without objection, the statement of Mr. Sherwood will be inserted into the record at this point.

(The statement referred to follows:)

STATEMENT BY L. C. SHERWOOD ON BEHALF OF THE OREGON STATE PUBLIC PORTS AUTHORITY ASSOCIATION REGARDING COMPLETION OF SHIP CHANNEL, VANCOUVER, WASH., TO THE DALLES, OREG., MAY 20, 1957

I

The association is organized to meet, discuss, and take joint action concerning mutual problems affecting the ports of the State. Membership comprises practically all of the public port districts of the State. Of prime concern to the ports adjacent to Bonneville is the completion of the Vancouver-The Dalles ship channel. They are comprised of the port of Cascade Locks, Hood River, The Dalles, Camas-Washougal, North Bonneville, Wind River, and West Klickitat.

We are primarily concerned with the economic development of this so-called mid-Columbia area. Our reasons for immediate channel improvement are:

1. To maintain the present payroll and income of the area.
2. To enable agriculture to market their production more quickly and economically.
3. To foster and attract new industry which is vitally needed in the Northwest.

II

Currently the ports of the mid-Columbia are providing limited dockage, storage, and industrial facilities; however, with the advent of ocean transportation, products of the Inland Empire, comprising wheat and fruit alone should provide a minimum of 200 outgoing cargoes per year. Inbound tonnages for processing of aluminum alone should be in excess of 1 million tons with the advent of ocean navigation. Though these subjects will be discussed by other speakers, I need only point out that by extending the Columbia River ship channel 84 miles further into the hinterland, a complete industrial and economic awakening will be achieved.

III

Based upon this projected major expansion which can be expected with the advent of ocean commerce, port districts on either side of the river have been formed. These port districts have the power to finance major undertakings through the issuance of revenue bonds and the power to levy taxes. These districts have built docks and storage facilities, purchased industrial land, and have prepared reports and engineering studies, to be incorporated in the overall regional growth. As an example, my own port of Hood River commission has, through the operation of a $3½ million toll bridge crossing the Columbia, purchased industrial lands and created an improvement fund for development of the port area. Likewise, the port of West Klickitat has dredged land fill, and established log-dumping facilities for the economic advancement of their area. The port of The Dalles has made large investments in grain elevators and dock facilities, which are already designed to service ocean-going commerce.

IV

The demand for industrial development cannot be realized so long as the channel is not improved. There is no way to measure the monetary loss to the area and to the Nation itself which has resulted from the absence of channel improvement. We do know that agriculture in eastern Washington, Oregon, Idaho, and Montana would be opened to the tremendous markets of the Orient with lower freight rates, and that pulp and paper, chemical, aluminum, and other industries of the area will flourish under the impetus of low-cost bulk handling rates.

Most important of all, the area will at last have the diversification of industry rather than the seasonality which has so sorely plagued the mid-Columbia area. A substantial number of jobs will be created and at the same time a means will be provided for products originating in the area to compete with other regions.

The purpose of my appearance is to give endorsement of, and express the need for the completion of the Vancouver-The Dalles ship channel. The Oregon State Public Ports Authority Association urges your favorable consideration of the request.

Mr. SHERWOOD. Gentlemen, I wish to make this short statement: The seven ports in the immediate area on either side of the river are able, willing, and financially able to promote and develop waterfront facilities which are at the present time limited.

They are willing to develop these facilities for the benefit of the area, and for the benefit of the general economy.

Mr. RABAUT. Thank you very much.

Mr. ULLMAN. Thank you, Mr. Chairman, very much, for your time. We appreciate it.

Mr. RABAUT. Thank you, Congressman.

We shall now hear from our friend and colleague, the honorable Charles O. Porter, of Oregon.

STATEMENT OF REPRESENTATIVE CHARLES O. PORTER

Mr. PORTER. Thank you, Mr. Chairman. I am delighted to appear before your committee.

On behalf of the people of the Fourth Congressional District of Oregon, I would like to thank you for the opportunity of presenting my statement in regard to the important civil works and reclamation projects contemplated and under way in the Southwestern portion of my State and also for the opportunity of underlining some of the other important projects in Oregon outside of my district. But first, I would like to tell this committee that this is my first term as a Representative and that I have waited a long time for this chance to thank personally the distinguished members to whom I am speaking for their diligent and far-sighted efforts on behalf of my area in the past. Because of intelligent planning by this committee, great strides have been taken toward the provision for an overall flood-control solution in the Wilamette River Basin and in the smaller river basins of southwestern Oregon. At the same time, a real start has been made toward the reclamation of valuable production land through irrigation provided by some of these important works. And another most important part of the overall program approved through the years by this group has been the inclusion of much-needed power-producing features in some of the flood-control projects, a brilliant contribution to the economy of an area which I believe has a still untapped potential that may one day make it a major industrial and transportation region of the United States. Equally important in

this regard has been the program of harbor development along the southwest Oregon coast, supported by appropriations approved by this committee.

The subject of economics is one which cannot be avoided in a discussion of the importance of civil works and reclamation projects in my district, since for too long now its economy has been tied, with seemingly unbreakable bonds, to one major industry, the production of lumber and lumber products and the harvesting of the raw material for this industry from the great forests in the seven counties of my district.

I do not intend to take up the time of this committee with a detailed statement of the present economic situation in western Oregon, but I cannot discuss these projects without some reference to the fact that we face a problem out there now which differs greatly from most of the rest of the Nation. The tight-money policies of the administration, the resultant steep decline in the construction of homes throughout the country because of the lack of ready money for mortgage loans, and the tremendous cutback in the market for finished lumber has had a terrible impact on the economy of my district. While most of the rest of the Nation continues to ride along on the crest of a boom, western Oregon finds itself in what can only be described as a localized depression. Men are staying home when they should normally be out in the woods. Mills are shutting down or operating on 3- and 4-day weeks. Inventories are increasing and prices are falling. The situation, gentlemen, is almost desperate.

Now the solution to this problem is not simple. Much of it is not the responsibility of the Federal Government or of the Congress, involving economic forces of supply and demand which are difficult, if not impossible, to control by any agency of Government. Part of the solution will doubtless be found in the nature of things, part of it at the local and State levels, and part of it through overdue changes in the fiscal policies of the administration. Some of it, however, must come through action by the Congress; and even here much of the legislative responsibility is outside the jurisdiction of this committee.

This committee does, however, have a measure of responsibility to look at the economic situation in which the greater part of my State now finds itself and to view the appropriations for civil works and reclamation projects in the light of this unfortunate situation. From both a short-term and a long-term standpoint the continued appropriation of adequate funds for construction and planning of these vital works will have a major bearing on economic stability of the area which I represent. From a long-range view, the completion of the overall program of river basin development and harbor projects can well mean the eventual diversification of agriculture and industry which can spell assured prosperity and allow this region, rich in potential, to achieve its rightful destiny. From a short-term view, the appropriation of funds now to keep on schedule the construction and the planning for construction of these projects will mean an immediate brace under the sagging economy of this area, whose people can scarcely understand what is happening to them, since the forces at work involve factors over which they have virtually no control.

This then, gentlemen, is the framework of the situation in the district which I now have the honor to represent, and within this framework I will present a project-by-project discussion of this vastly important program for rivers and harbors development.

I will not presume upon the time of this committee to read my full statement, but, with your permission, Mr. Chairman, I will submit to to the reporter for inclusion in the printed hearings. But I would like to emphasize and draw the attention of the committee to the arguments I present in support of additional appropriations for a few especially important items; namely, the Green Peter Dam project on the Santiam River in Linn County, the Willamette River Basin bank protection project, the Coos-Millicoma River project, and the need for funds to complete survey reports on the Rogue and Umpqua Rivers. Thank you again for allowing me to testify before you here today.

ACTIVE AUTHORIZED PROJECTS IN THE FOURTH CONGRESSIONAL DISTRICT OF OREGON REQUIRING ADDITIONAL APPROPRIATIONS

A. Not Started (New Starts or Resumptions)

I. NAVIGATION

Channels and harbors

Coos and Millicoma River.—The total cost of this project will be $487,000. There have been no appropriations to date and none are included in the budget presented by the administration. However, the Chief of Army Engineers tells me that the engineers are ready to begin planning of the project and, in fact, could complete the planning and get it ready for construction by fiscal year 1959 with an appropriation now of only $19,000.

The project provides for a channel 5 feet deep, 50 feet wide, from the mouth of the Coos River to Allegeny on the Millicoma River and the same dimensions to Dellwood on the South Fork, then 3 feet deep to a point 14.7 miles up the South Fork. It also provides for stabilization works. Traffic in 1955 totaled 681,476 tons. Average annual traffic over a 10-year period is 474,348 tons. There is a great deal of local support for this particular project and the planning funds should definitely be made available during fiscal year 1958.

Rogue River Harbor at Gold Beach.—The total cost of this project will be $3,950,000. There have been no appropriations to date, but the budget submitted to the committee by the administration includes an amount of $21,000. which would complete planning. However, the engineers have stated that they could use an amount of $250,000 during fiscal year 1958, which would initiate construction of this important project. I urge the appropriation of the amount which the engineers say they can use.

II. FLOOD CONTROL

Local protection

Willamette River Basin, channel clearing and snagging.—The total cost of this project, which includes units both inside and outside the Fourth Congressional District, will be $2,480,000. There have been no appropriations to date and none are included in the budget submitted by the administration. However, the engineers say they can use during fiscal year 1958 the sum of $25,000 to complete preconstruction planning on this project, which will take 8 years to complete after fiscal year 1958, based on the appropriation which I am requesting.

The project provides for channel improvement to increase channel capacities and through reduction of debris to reduce bank erosion and damage to existing structures. Included in the work are removal of tree and brush growths and gravel bars, construction of gravel or pile deflection dikes, and channel rectification to redirect the flow of the stream. This project, authorized by the Flood Control Act approved May 17, 1950, would show average annual estimated benefits of $203,600. I recommend appropriation of the $25,000 in planning funds which the Army engineers say they can use.

Reservoirs

Blue River Reservoir.—This project will cost $13,700,000. Appropriations to date have totaled $96,000. The administration's budget includes a request of $100,000 to continue planning of this project which will take 5 years to complete after fiscal year 1958, based on the appropriation which I am requesting.

The project will be located on Blue River, a major tributary of the McKenzie River, six-tenths of a mile above the confluence of the 2 streams and about 38 miles east of Eugene. The dam will be an earth and gravel fill embankment about 1,175 feet long with a maximum height of 305 feet from the foundation to crest. Blue River is a part of an alternative plan selected to replace the originally authorized Quartz Creek Dam on McKenzie River proper. The project cost includes funds for expansion of existing salmon-hatchery facilities and a share of the expense of game-fish facilities as compensation for the loss of the spawning area and game-fish habitat that will result from construction of the dam. Total average annual benefits are $1,290,100. It is estimated by the Army engineers that the project will prevent average annual damages of $992,000.

Fall Creek Reservoir.—The total cost of this project will be $18,800,000. There have been no appropriations to date and none is requested in the administration budget. However, the engineers tell me they could use $150,000 during fiscal year 1958 to initiate planning for this flood-control unit which will take 6½ years to complete after fiscal year 1958, based on the appropriation which I am requesting.

The project itself will be located on Fall Creek, a tributary of the Middle Fork Willamette River, 7.1 miles above the confluence of the streams. The reservoir will have a usable storage capacity of 115,000 acre-feet and will be operated as a unit of the coordinated reservoir system planned for the development and utilization of the water resources of the Willamette Basin in the interest of flood control, navigation, irrigation, and other multiple-purpose uses. Minimum public-use facilities will be provided. Included in the cost estimate is a proportional share of the cost of game-fish facilities proposed for the Willamette Basin. I recommend the appropriation of the $150,000 which the engineers say can be used for planning.

Holley Reservoir.—This project will cost a total of $12,500,000. Appropriations to date have amounted to $100,000. The administration's budget includes a figure of $100,000 for fiscal year 1958 which will continue planning for the project. It will take 6 years to complete construction after fiscal year 1958, based on the appropriation which I am requesting. The project will be located on the Calapooya River, about 50 miles above the mouth. The reservoir will have 90,000 acre-feet of usable flood-control storage and will be operated as a unit of the coordinated reservoir system of the Willamette Basin. Total average annual benefits will be $1,066,800. The project will prevent average annual damages of $578,900. I recommend the appropriation of the requested amount included in the budget.

III. MULTIPURPOSE PROJECTS INCLUDING POWER

Dam project

Green Peter.—The total estimated cost of this project is $58,400,000. Appropriations to date have amounted to $415,000 in planning funds and the amount requested in the budget is $225,000. However, I have been told by the Office of the Chief of Engineers that the corps can use $500,000 during the next fiscal year, an amount which would substantially complete planning on the project and bring it to the point where construction funds could be expended during fiscal year 1959. If only the budgeted amount is actually appropriated, the entire project will, according to the engineers' own figures, be pushed back 1 full year. It would take 8 years to complete this project after fiscal year 1958 based on an appropriation of $225,000 for next year and full appropriations the following years. It will take only 7 years to complete the project after the coming fiscal year, based on an appropriation of $500,000 to complete the planning. This project is particularly desirable and especially needed as soon as it can be completed because of the heavy annual flood damage now being sustained in the area. In a telegram from the acting district engineer for the Portland District dated May 13, I was told that a field survey of the South Santiam area has just been completed and the data are now being evaluated in the Portland office. The report was to be airmailed to me today and I would like to ask permission at this point to file this report with this committee as soon as it is in my possession. Green Peter Dam project, including the later addition

of a re-regulating dam which is included in the total estimated cost, is considered authorized as one unit of the alternative plan proposed for the South Santiam River Basin in lieu of the previously authorized Sweet Home project. Green Peter Dam will be constructed of earth and rock fill about 1,200 feet long at the crest and about 370 feet high from the foundation to crest. A free-overflow chute spillway will be located in the left abutment as will the outlet and power tunnels. The powerhouse will have 2 generating units with an installed capacity of 81,000 kilowatts. The reservoir will provide 322,000 acre-feet of usable storage. The estimated cost of Green Peter project includes the cost of relocating and expanding a salmon hatchery below the dam. In addition, a share of the cost of game fish propagating facilities proposed for the Willamette River Basin has been included in the cost estimate. Drilling at several sites has been completed and a site selection report is now near completion. Average annual benefits of the project are estimated at $3,971,800. The project will prevent average annual damages of $1,589,700.

I am informed that since completion of the Detroit and Big Cliff Dams on the North Santiam River, there is a differential during flood crests between the North and South Santiams of 8 feet, causing the flood waters from the south fork to rush across valuable farmland to the lower north fork, carrying with it tons of rich topsoil. This artificial condition, caused by the completion of one badly needed flood-control unit in the basin, can only be overcome by the speedy completion of this second major unit.

B. Continuing Projects

I. Navigation

Channels and harbors

Chetco River small boat channel and jetty.—The total estimated cost of this project is $425,000. Appropriations to date have amounted to $225,000 for both planning and construction. The amount allocated in the budget for fiscal year 1958 is $200,000, which will complete the project. It is most important that this appropriation be approved so that the project may be brought to a conclusion without delay. The project, near Brookings, Oreg., is the far southwest corner of the State, provides for stabilization of the channel through the bar at the mouth of the Chetco River by construction of jetties and dredging.

II. Flood Control

Local protection

Amazon Creek.—The total estimated Federal cost of this project is $1,168,000. Appropriations so far have amounted to $722,000 and the budget request for the coming fiscal year of $446,000 will complete the project. Local participation in this project, both by the city of Eugene and by local flood control districts has run to about $338,000 including right-of-way acquisition. Annual estimated benefits are $125,000. The existing project was authorized by the Flood Control Act approved July 24, 1946, and modified by the Flood Control Acts approved May 17, 1950, and September 3, 1954. Construction was started in 1951. The project provides for about 5.4 miles of channel improvement through the city of Eugene, Oreg., including 5,800 feet of channel from Eugene to a diversion structure, a distance of 2.5 miles, and a diversion canal about 3.8 miles therefrom to Fern Ridge Reservoir. The project as a whole is 53 percent complete, with an expenditure through June of 1956 of both Federal and local funds of $620,160. Preparation of contract plans and specifications for the remaining unit of the project was essentially complete at the end of fiscal year 1956. It is of great importance that the last part of this project be appropriated for, since local interests have put a great deal of their own money, time, planning, and land into it, but have so far received only a minimum of the benefits.

Willamette River Basin bank protection.—This overall project, some of it outside the Fourth Congressional District, has a total estimated cost of $11,600,000. Appropriations to date have amounted to $6,302,000. The budget for fiscal year 1958 includes an amount of only $300,000 for this important series of small local-participation projects. However, the Army engineers say that local participation has been assured by enough local districts so that $800,000 in Federal funds could be used during the coming fiscal year. The additional funds would provide

a faster rate for construction or this badly needed bank protection. The Flood Control Act approved June 22, 1936, first authorized these projects and additional authorization was included in the Flood Control Act of June 28, 1938, and Public Law 516, 81st Congress. The project is 52 percent complete. It would take 7 years after fiscal year 1958 to complete the projects based on the budgeted amount of $300,000, but only 6 years to complete after fiscal year 1958 based on the amount the engineers could use for next year of $800,000. I recommend the larger amount.

III. MULTIPLE PURPOSE PROJECTS INCLUDING POWER

Cougar Reservoir.—The total cost of this project is estimated at $39,900,000. Appropriations to date have amounted to $2,416,000 and the amount allocated in the budget for fiscal year 1958 is $6,570,000. It will take, after fiscal year 1958, 3 years to complete construction of this important project on the South Fork of the McKenzie River in Lane County. I am recommending the appropriation of the full amount of the budget request. The project will consist of a rockfill dam with an earth core, a gated chute spillway, stilling basin, powerplant, and appurtenant works. The powerhouse will have an installed generating capacity of 25,000 kilowatts. The reservoir formed by the dam will have a usable storage capacity of 165,000 acre-feet, of which 155,000 acre-feet will be available for flood regulation and 10,000 acre-feet for power production. Construction was started in June of 1956 and the diversion channel was completed in December. Average annual benefits of the project will be $2,914,200. It is estimated that the project will prevent annual flood damages averaging $1,811,300.

Hills Creek Reservoir.—The total cost of this project is estimated at $34,500,000. To date, appropriations have totaled $3,031,000. The amount requested in the budget for fiscal year 1958 is $4,800,000, which will allow completion of the project within 4 years after the end of the coming fiscal year. It is under construction on the Middle Fork of the Willamette River 26.5 miles upstream from the completed Lookout Point Dam and some 45 miles southeast of Eugene. The plan provides for an earth and gravel fill type embankment 1,920 feet long with a maximum height of 335 feet and a powerhouse with installed generating capacity of 30,000 kilowatts. The project is closely related to the Lookout Point project. Construction was started in May 1956 and the diversion tunnel was holed through last December. Total average annual benefits are estimated at $3,043,700. The project will prevent annual flood damages totaling $1,736,200. I recommend appropriation of the full amount requested in the budget.

C. EXAMINATIONS AND SURVEYS

Rogue River and tributaries survey report.—This report will cover local protective works such as levees, revetments, channel improvement, etc., which may be found to be justified as supplementing the flood control effect of irrigation reservoirs under study by the United States Bureau of Reclamation. The possibility of providing additional storage for flood control and multiple purpose use will be investigated and consideration will be given to the problem of maintaining the fishing resources of the stream. A public hearing was held at Grants Pass on November 15, 1956. There has been a serious delay in the progress of this report because of a lack of funds at the district level. I have been informed by Gen. J. L. Person, Chief of Civil Works, that $3,500 has been made available to continue this survey through the end of the current fiscal year. The money was made available through reallocation of unexpended funds in other areas. However, a new estimate of it after fiscal year 1957 is now $44,000. No funds have been included in the President's budget for fiscal year 1958 specifically for this study. The study could be completed during the coming fiscal year if this amount is made available by appropriation to the Army engineers and I sincerely feel that this is a most deserving item. I cannot stress too strongly, gentlemen, how important it is that the engineers be allowed to complete this report. Local interest throughout the Rogue River area have agreed to abide by this report and to agree to support whatever recommendations the engineers make for flood control and other multiple purpose features of Rogue Basin development. I intend to introduce legislation authorizing a project based on the engineers' report as soon as it becomes available and I think it would be a real economic disaster to delay further the completion of this report by failure to appropriate the necessary funds. The basin has been putting up with serious flood damage for

years and the last major flood a year and a half ago was just this side of a major disaster. Mr. Chairman and members of the committee, I highly recommend the inclusion of this $44,000 item for the completion of the survey report on the Rogue River Basin.

Umpqua Harbar and River.—This survey report would include the Umpqua River from the mouth of the harbor to Reedsport, Oreg., and has been estimated by the Army engineers to cost $7,000. It was authorized in February of 1956. There have been no specific appropriations to date and the President's budget does not include any funds for fiscal year 1958. The preliminary examination of the Umpqua River and Harbor could be completed in 1 year after funds become available and I recommend the inclusion of this $7,000 item by this committee.

Umpqua River flood-control report.—The budget includes a request of $27,100 for continuation of this report which is scheduled for completion in fiscal year 1959. I recommend this appropriation. The report will give consideration to possible plans for comprehensive water resource development on the Umpqua River in the combined interest of flood control, irrigation, power development, navigation, and such other uses as may be found appropriate upon more detailed study. Studies will be coordinated with the United States Bureau of Reclamation in order that irrigation needs and potentialities may be given proper consideration. A public hearing was held at Roseburg, Oreg., on November 29, 1956.

Umpqua River at Winchester Bay.—Included in the budget request for the next fiscal year is an allocation for this report, of survey scope, of $2,800. This would complete the survey at a total cost of $5,000. Local interests have requested modification of an authorized small boat harbor and channel at Winchester Bay in view of shore protection facilities constructed by local interests subsequent to authorization of the small boat harbor.

Coquille River and tributaries flood control review report.—The budget includes a figure of $25,000 for this report and I recommend its inclusion in the appropriation. It will allow for scheduled completion of the report in April of 1958. The report will cover principally possible local protective works such as levees, channel improvements, and revetments for the protection of agricultural lands along the lower reaches of the stream. Although the purpose of the report is flood control, consideration will be given to the inclusion of provisions for major drainage if appropriate. A public hearing was held in the city of Coquille, Oreg., on December 5, 1956.

Coquille River resurvey, report, navigation.—This report of preliminary examination scope is authorized to determine the advisability of extending the north jetty and deepening the entrance channel. No funds have been included for allocation to the expenses of preparing this report in the President's budget. However, the Army engineers have indicated they could complete the report in 1 year with an amount of $3,500 and I recommend that this appropriation be included.

D. Bureau of Reclamation

Rogue River Basin, Talent division, construction.—The total cost of this project is estimated at $19,200,000, which is a considerable reduction from the original estimated cost. It was authorized in August of 1954 and involves rehabilitation work on the Talent Irrigation District for flood control, irrigation, and electric power generation. It is extremely important in an area of my district which has suffered heavily from floods and its irrigation economic benefits are substantial. The budget for fiscal year 1958 includes an amount of $6,041,000 for continued construction on this project. The program for the year includes a provision for progress payments on the first section of Howard Prairie delivery canal, award of construction contracts and progress payments on the second and third sections and on the Ashland, East, and Talent laterals. Progress payments are also scheduled on the Green Springs powerplant and related equipment and the award of a contract for the Cascade Divide tunnel and inlet structure. Also provided for are right-of-way acquisition, reservoir area clearing, and relocation of county and forest service roads as well as progress payments on the prime contract for the Howard Prairie Dam. A number of other items involved in the overall program can be continued or initiated with the amount requested in the budget, which I am happy to have the opportunity to recommend to this committee. I have reason to believe that the amount

requested has already been cut to the bone before the budget was presented to the committee, and I believe the full amount should be appropriated.

Projects Outside the Fourth Congressional District

There are, of course, a number of most important projects, both civil works and Bureau of Reclamation, either under construction, being planned or under consideration in the other three congressional districts of Oregon. I will not take up the committee's time with a detailed discussion of any of these deserving projects, which are being described by my colleagues in the delegation and by witnesses from the areas affected. I would like to say, however, that it is most important that this committee give every possible consideration to the inclusion of an appropriation for the initiation of construction of John Day Dam on the Columbia River because of the desperate need for new hydroelectric power generation in the Pacific Northwest. The points I have made earlier in my testimony regarding the economic situation and unemployment in my district apply almost equally in many other areas of the State of Oregon. Admittedly it is not the function of this committee to set up public works projects specifically for the relief of the unemployed, but I submit that this is no time to make drastic cuts in the face of this widespread economic recession.

Conclusion

Mr. Chairman and members of the committee, I have gone into considerable detail on the numerous civil works and reclamation projects in my district, but have actually left a great deal unsaid. The one major point which I would like to reiterate here is that my district is in the midst of a real economic crisis and to cut back on these appropriations at this time would do the greatest imaginable damage, not only in the obvious flood control losses and other losses of benefits, but in the direct effect of contributing to an even greater degree of unemployment and human suffering. I would like to quote from the statistical bulletin issued this month by the State of Oregon's State Unemployment Compensation Commission: "Reflections of the decline in home and business construction were seen in the high unemployment among lumber and logging outfits, while the number of (unemployment compensation) payments to construction workers was nearly double the year-ago figure * * * April payments reached $2,919,806, a rise of 40 percent from the $2,083,231 distributed to the unemployed a year ago." I think those figures speak for themselves.

South Santiam Economic Development and Flood Problems

1. *Purpose.*—This report was prepared at the request of Congressman Charles O. Porter on April 26, 1957. It presents certain data for ready reference on economic development and flood problems on South Santiam River, Willamette River Basin, Oreg., that make desirable the early construction of Green Peter Reservoir on the middle Santiam River and the authorization of additional storage in the South Santiam Basin to provide effective control and multiple-purpose utilization of the water resource. The material has been obtained from existing data, combined with the results of a recent brief economic survey of the South Santiam Basin. The figures presented are considered reasonably accurate, but will require additional surveys and study for subsequent detailed verification.

2. *Present economic conditions along South Santiam River.*—The South Santiam River Basin has been an area of extremely rapid economic growth in the past 15 years. Population of cities has increased from 2 to 4 times since 1940. The population of Linn County, in which the basin is located, has doubled in that period. The Lebanon-Sweet Home area has become a center of integrated wood manufacturing industry. There are sawmills, paper plants, plywood, chipboard and hard-board factories, and other wood-product industries providing nearly full utilization of forest resources which are being harvested on a sustained yield basis.

3. In addition, the fertile lands along South Santiam River are producing crops valued at seevral hundred dollars per acre. Green beans, sweet corn, root crops, mint, strawberries and cane berries are only a part of the crops produced. About 25,000 acres of these lands, valued at up to $1,000 an acre, are subject to flooding from South Santiam River. Following is a comparison of the acreages for various important crops, with estimated annual crop values.

Crop	Acreage	Crop value per acre	Annual total crop value
Barley	3,500	$70	$245,000
Wheat	2,500	100	250,000
Oats	3,000	50	150,000
Alfalfa	600	100	60,000
Clover	1,800	80	144,000
Grass seed [1]	500	120	60,000
Mint [1]	2,800	400	1,120,000
Snap beans [1]	700	900	630,000
Sweet corn [1]	1,200	250	300,000
Carrots [1]	80	300	24,000
Beet seed [1]	150	300	45,000
Raspberries	150	500	75,000
Strawberries [1]	250	1,000	250,000
Walnuts	500	170	85,000
Filberts	300	200	60,000
Pasture [1]	3,000	60	180,000
Brush and waste	3,000	10	30,000
Total	25,000		3,708,000

[1] These crops are generally irrigated.

4. About 2,000 homes are located along South Santiam River, within reach of major floods. Some 150 of these are farmhomes, with barns and outbuildings each representing an investment of many thousands of dollars. The remainder are city and suburban homes of workers in the valley. A flood similar to that of 1861 would inundate a considerable part of Sweet Home and suburbs, population about 10,000, and almost the entire city of Lebanon and vicinity with a population of about 13,000, as well as several smaller communities. Such a flood would affect properties valued at $58 million. More recent floods, like that of 1945, would affect properties valued at nearly $20 million. A comparison of these values with those obtained in 1947 in preparation for the last comprehensive report on Williamette River and tributaries is as follows:

Type of property	1945 flood plain		1861 flood plain	
	1947 value	1957 value	1947 value	1957 value
Agriculture	$2,765,000	$4,000,000	$4,007,000	$6,600,000
Industrial and commercial	1,116,000	8,630,000	4,522,000	28,540,000
Residential	1,032,000	3,500,000	2,292,000	16,000,000
Public property	80,000	280,000	360,000	1,120,000
Highways, railroads, and utilities	1,062,000	2,550,000	2,588,000	6,140,000
Total	6,055,000	18,960,000	12,739,000	58,400,000

5. *Flood problems.*—The South Santiam River has had many serious floods. Within the past 15 years, with the expanding economy of the area, flood damages have become critical. During major floods, such as those of 1861, 1890, 1921, 1943, and 1945, the South Santiam River overflows its banks and then flows northwesterly, reaching the Willamette at various points above its present mouth. Old channel remnants indicate where it has in the past meandered over many miles of land now occupied by farms, houses, and other features of an advanced economy. The recent floods of 1943, 1945, 1948, 1953, 1955, and 1956, have each caused hundreds of thousands of dollars damage in this area. The last flood for which a survey of damages was made, that of December 1955, while not a major flood on the South Santiam, resulted in nearly one-half million dollars damage along that stream.

6. The 1955 flood did not reach any of the industrial plants along the river, and relatively few homes. These improvements are built on higher ground, and are not affected by minor floods. It did, however, inundate 7,500 acres of agricultural land valued at over $2.5 million. One of the major incidents of damage due to such a flood is the spread of plant diseases, some of which may result in complete destruction of a planting worth many thousands of dollars.

The peppermint wilt is carried by water, and land once infested cannot be used for several years to produce peppermint.

7. The damage due to the 1945 flood amounted to $590,000 based on 1945 developments and price levels. Considering the present increased development and price levels recurrence of damages from such a flood are currently estimated at about $2 million. The 1861 flood, which would inundate many of the industries along the river and cover 90 percent of the city of Lebanon, would probably cause damages of at least $6 million. Average annual damages along South Santiam River are about $930,000 under present economic developments and price levels.

8. The other main fork of Santiam River, North Santiam River, is now effectively controlled by Detroit Reservoir. This results in stages several feet lower near the mouth of this stream than on South Santiam River. In their lower reaches they flow nearly parallel and only 1 to 2 miles apart. Overflow from South Santiam River crosses this delta of highly productive bottom land at increased velocities, washing away topsoil and destroying roads, fences, and other improvements. Farmers in this section have spent many thousands of dollars constructing levees and revetments to protect their properties, but control of the floodwaters of the South Santiam by storage is necessary to give adequate protection to the area.

9. Floods from the South Santiam also have a major effect on the main stem of Santiam River, and on Willamette River below the Santiam. Along Santiam River the town of Jefferson, population 650, and approximately 14,000 acres of land are affected by the uncontrolled flows from the South Santiam River. Below the junction of Santiam and Willamette Rivers lie the cities of Independence; Salem, the capital of Oregon; and other cities, and 54,000 acres of bottom lands where the partially controlled flood flows from Santiam River still contribute to a major flood threat. The average annual unregulated damages on the main Santiam River and main stem Willamette below their junction amount to $4,800,000 on present bases.

10. *Conservation storage needs.*—There are about 6,000 acres of land now irrigated, using South Santiam River water. The Bureau of Reclamation has estimated that there are 60,000 acres of irrigable land along the stream below Lebanon, to which water could be conveyed by gravity from dams above Lebanon. These lands would require about 150,000 acre-feet of water annually. There is not sufficient flow in the stream to supply the area now irrigated during the late part of the summer.

11. Considerable work has been accomplished by the industrial developments along South Santiam River to prevent or reduce noxious pollution of the stream. However, the material discharged into the river reduces the available oxygen for aquatic life, thereby reducing the fish population. It has been established by the Oregon Fish and Game Commissions that flow in South Santiam River of at least 600 cubic feet per second is needed to provide optimum conditions for fish life. This compares with present flows of less than 50 cubic feet per second below the Albany power canal diversion at Lebanon during some months of the year.

12. The demands of modern industry for a dependable water supply are often very large. This is especially true of some of the wood-product industries utilizing material that was once wasted. Paper mills, chipboard mills, agricultural product processing plants, and similar industries can only be successful where large supplies of water are available. Also, the per capita utilization of domestic water is increasing steadily. There is no unappropriated water in South Santiam Basin during the summer and fall months to supply the needs of the expanding industry and population of the area.

13. *Storage problems.*—In considering the needs of this stream for water control, the entire picture must be kept in mind. Originally, a reservoir with a capacity of 310,000 acre-feet of multiple-purpose storage was authorized below Sweet Home, which then had a population of less than 400. It would have controlled runoff from 58 percent of the drainage of the South Santiam River Basin. Economic development within the reservoir area during the early war years made construction of a reservoir at that location impractical. Sweet Home and environs, which would have been inundated by the Sweet Home Reservoir,

had by then attained a population of about 5,000. An alternate plan consisting of three headwater tributary storage reservoirs was recommended in House Document 531, 81st Congress, 2d session, in lieu of the Sweet Home Reservoir. The joint House-Senate committee in considering the recommendation contained in House Document 531 stated that the Green Peter Dam and Reservoir on the Middle Santiam River, should be considered as authorized in lieu of the Sweet Home Reservoir. Subsequently, the 1954 Flood Control Act authorized the inclusion of power-generating facilities at Green Peter plus construction of White Bridge reregulating reservoir, with generating facilities. This project is now in the planning stage. The reservoir will provide 270,000 acre-feet of flood control and multiple-purpose storage and control runoff from 28 percent of the South Santiam Basin. This storage would give substantial control of most floods above Lebanon. It would provide a power supply of nearly 300 million kilowatt-hours annually. It would be of particular value from the standpoint of power production since the power would be available during the season of low flows on Columbia River when the power output from these plants is a minimum. Green Peter power could be delivered to load centers in Willamette Valley with relatively low transmission losses.

14. Green Peter Dam and Reservoir, however, would not control a sufficiently large part of the drainage area in South Santiam Basin to provide the flood control needed along lower South Santiam River or on Santiam and Willamette Rivers. This was recognized when the review of the Willamette Basin project was made as part of the review report on Columbia River and tributaries in 1948. Also, in order to supply water for all needs during the summer season, additional multiple-purpose storage would be necessary in this basin.

15. The two additional dams and reservoirs recommended in House Document No. 531 would have provided additional storage capacity. One of these was Cascadia, on South Santiam River above the confluence of Middle Santiam. It would provide 145,000 acre-feet of flood control storage, and control runoff from 18 percent of the drainage area. The other was on Wiley Creek, to provide 43,000 acre-feet of flood control storage, and control runoff from 5 percent of the drainage area. Neither of these reservoirs has been authorized for construction. The two reservoirs, together with Green Peter, would control runoff from 51 percent of the South Santiam drainage area, or about the minimum to effectively control floods. These three reservoirs would control all floods at the respective dam sites except a flood of 1861 magnitude; and together they would reduce annual damages about 86 percent along South Santiam River. They would provide 460,000 acre-feet of storage, not only for flood control but also to supply water for irrigation, maintain summer streamflow to diffuse materials in the stream, encourage fish life, and maintain stages for navigation and recreation, and to provide an assured supply of water suitable for domestic and industrial use. Studies now underway in connection with the current "308" review report indicate the possibility of modification of the House Document No. 531 plan by substitution of a dam and reservoir at the Foster site in lieu of White Bridge and Wiley Creek.

16. *Summary.*—The following points are summarized:

(*a*) The South Santiam area is developing at an extremely rapid rate, with population more than doubled and property values increased from 2 to 10 times in the past 15 years.

(*b*) The South Santiam River floods up to 25,000 acres of land in its own basin, and contributes to the flooding of up to 68,000 acres along Santiam River and Willamette River. The 25,000 acres in South Santiam Basin is very fertile and highly developed land, producing crops valued at approximately $3,700,000 annually.

(*c*) The upper South Santiam Basin has become a center of modern wood-processing industry, where maximum utilization of forest products is carried on, and timber is managed as a permanent resource. Total value of wood-processing plants in this area amount to $27 million with an annual payroll of $23 million.

(*d*) Flood damages along South Santiam River seldom amount to less than $300,000 during a year, and in major floods would reach millions of dollars. Average annual damages in the South Santiam River Basin amount to more than $900,000 and are increasing with the expanding economy of the area.

(e) There is a need for additional summer streamflow, both in South Santiam River and Santiam and Willamette Rivers, for irrigation, domestic and industrial use, stream pollution abatement, enhancement of fish and recreational resources, and for other purposes.

(f) Power production in the Pacific Northwest is being strained to meet the constantly growing demand. Hydroelectrical generation in Willamette Basin is at a peak during those months when Columbia generation is curtailed by low streamflow, thereby materially contributing to balancing the available supply. The increased industrial development of upper Willamette Valley further increases the value of power generation near load centers.

(g) Construction of storage reservoirs on South Santiam as soon as possible is most desirable. Authorization of additional storage at Cascadia and elsewhere in the basin is equally important, in order that a comprehensive flood control and water conservation program can be provided.

(h) Present estimates of the annual benefits that would be provided by recommended reservoirs in South Santiam Basin, as part of the comprehensive development of the Willamette project, based on 1957 price levels and development forecast for 1975 are as follows:

	Flood control	Irrigation	Power	Increased streamflow [1]	Total
Green Peter	[2] $1,748,600	$137,000	$1,833,700	$252,500	$3,971,800
Cascadia	967,100	313,400		85,600	1,366,100
Wiley Creek	294,100	27,900		60,900	382,900

[1] Includes estimates of navigation, pollution abatement and domestic water supply benefits.
[2] Flood control benefit listed in H. Doc. 531, 81st Cong., 2d sess., was $1,035,000.

Part Angeles, Wash.

WITNESS

HON. JACK WESTLAND, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF WASHINGTON

Mr. Rabaut. We shall next hear from our colleague, the Honorable Jack Westland.

Mr. Westland. I appreciate the opportunity, gentlemen, of appearing here. I want to introduce Mr. Jack Hogan, the manager of the port of Port Angeles, who I understand will appear before this committee later this afternoon.

Mr. Rabaut. We are very glad to have Mr. Hogan with us.

Mr. Westland. Mr. Chairman, I have a prepared statement which I have given to the reporter, and I would like to speak extemporaneously for just a couple of minutes on this project.

Mr. Rabaut. Your statement will be received for the record at this point.

(The statement referred to follows:)

Statement of Representative Jack Westland

Mr. Chairman, I am appearing on behalf of the appropriation for the enlargement of the boat basin at Port Angeles, Wash. Port Angeles is located 60 miles from the Pacific Ocean and 30 miles west of Port Townsend, which is at the entrance to Puget Sound. It is the only haven of refuge in this 90-mile area having adequate facilities for boat repair and mooring. Fish-buying stations and marine supplies are available, and adequate housing is available for additional commercial fishermen.

The port of Port Angeles has already spent $234,000 on the existing basin. For the program of enlargement the port will spend $175,000 while the Federal

contribution will be $396,000. All maintenance costs will be borne by the port. The Federal project involves (*a*) dredging a mooring basin 15 feet deep at mean lower low water and 1,060 by 385 feet in an area westerly of and adjoining the present small-boat basin, and (*b*) constructing a rock and earth fill breakwater about 1,100 feet long for protection of the basin. The Army engineers have determined this project has a benefit-cost ratio of 2.47 to 1.

I have inspected the boat basin a number of times and an extremely serious condition exists due to the overcrowding in the basin. Boats are so closely packed into the moorages there is a definite fire hazard. Furthermore, considerable damage has occurred to the boats because of the crowded situation. These hazards can be corrected through the enlargement of the basin, and closing the westerly portion will eliminate damage to moored vessels due to winter westerly winds and northeast swell of the sea. In 1944 when the existing basin was constructed by the port of Port Angeles, not more than 10 or 12 boats moored at the basin. Today well over 300 craft of all types are moored there. The existing basin can accommodate only 165 boats safely.

In closing let me say the people of Port Angeles have shown their aggressiveness and community spirit many times. Their willingness to spend funds totaling more than the Federal contribution for this project is indicative of this spirit. The enlargement of this basin will contribute materially to the economy of Port Angeles and will be of great benefit to the commercial fishermen who presently use the facilities at Port Angeles and to those who will come to Port Angeles upon completion of the boat basin. I strongly urge the committee to approve this request.

Mr. WESTLAND. Mr. Chairman, this is a request for an appropriation for the enlargement of the boat basin at Port Angeles, Wash.

Mr. RABAUT. It is a budgeted item?

Mr. WESTLAND. Yes, sir; it has been approved by the budget.

Port Angeles is located 60 miles east of the Pacific Ocean, and 30 miles west of Port Townsend. This harbor is the only harbor in that whole stretch of water, and it is practically ocean water, Mr. Chairman. It is the only haven for these fishermen in that area. At the present time this harbor is taking care of 300 boats. It was constructed to take care of about 160 boats. Therefore, it is very nearly handling double its capacity. There is an extremely crowded condition in this area, and it is a very dangerous thing.

These fishing boats will average anywhere from $20,000 to $70,000 in value, and you can imagine what a fire might do starting in any one of those places.

Port Angeles is a small town of about 10,000 people, and they have already spent $234,000 on this project themselves in the boat basin. This is a request for a Federal contribution of $396,000. This small town will put up another $175,000 itself.

Mr. RABAUT. That is their contribution to the project?

Mr. WESTLAND. Yes, sir; they have already spent $234,000. So, the town of 10,000 population is putting up more money than the Federal Government is.

Furthermore, there is no maintenance cost to this project. In other words, this is an in-and-out project, as far as the Federal Government is concerned. The port will pay all maintenance and operating costs which is a little unusual, I think, in a harbor project.

Mr. RABAUT. How do you figure that there is no maintenance cost involved?

Mr. WESTLAND. It is in the agreement that the port will handle all those charges.

Mr. RABAUT. Very good.

Mr. WESTLAND. Gentlemen, there is one other really pertinent item which I would like to call to the attention of the committee. This project has the benefit-cost ratio of 2.47 to 1.

Mr. RABAUT. That is very good.

Mr. WESTLAND. There are very few such projects, at least, that I have ever seen which have that sort of benefit-cost ratio.

Mr. RABAUT. Oh, no.

Mr. WESTLAND. Maybe you have one in your district, Mr. Chairman. I have not seen very many, however.

Mr. RABAUT. That is right. We have some that are lower also, but some which are higher.

Mr. WESTLAND. We think that that justifies the project. The city is doing, I think, more than its share.

We hope this committee will give favorable consideration to it.

Mr. RABAUT. All right; thank you, Congressman.

Mr. WESTLAND. Thank you, gentlemen, for your time and attention.

MONDAY, MAY 20, 1957.

MISSOURI AGRICULTURAL LEVEES

WITNESSES

HON. W. R. HULL, JR., A REPRESENTATIVE IN CONGRESS FROM THE STATE OF MISSOURI

WALTER ANDREWS, PRESIDENT OF THE MISSOURI RIVER FLOOD PROTECTION ASSOCIATION, KANSAS CITY, MO.

B. H. HINKLE, VICE CHAIRMAN, MISSOURI RIVER FLOOD PROTECTION ASSOCIATION

CECIL L. RICHARDSON, FOREST CITY, MO.

Mr. CANNON. Congressman Hull of Missouri, will you please come forward? What associates do you have with you this morning.

Mr. HULL. I have two that are going to make a statement, and the rest would like to have their statements included in the hearings.

The first to make a statement is Mr. Walter Andrews, the president of the Missouri River Flood Protection Association.

Mr. CANNON. Mr. Andrews, will you have a seat at the table? Do you have a statement that you wish to make at this time?

Mr. ANDREWS. Yes.

Mr. Chairman and members of the committee, I have a statement here that I would like to file for the Missouri Flood Protection Association.

This association was organized in 1948 and it has been very active ever since. We have been up here once or twice a year.

Mr. CANNON. Do you wish to file this with the committee or for the record?

Mr. ANDREWS. I would like to file it for the record. Also, a letter from the mayor of the city of St. Joseph and a letter from the president of the St. Joseph Chamber of Commerce.

Mr. CANNON. They will be included in the record at this point.
(The statement and letters referred to are as follows:)

STATEMENT OF WALTER ANDREWS, PRESIDENT, MISSOURI RIVER FLOOD PROTECTION ASSOCIATION, KANSAS CITY, MO., TO RULO, NEBR.

This organization representing every organized drainage and levee district along the Missouri River between Kansas City, Mo., and Rulo, Nebr., was created in 1948 for the purpose of expediting local cooperation which is very vital to the systematic and progressive construction of the Pick-Sloan plan for the overall flood protection of the Missouri River Valley.

Our organization has at all times coordinated its efforts with those of the several other agencies and organizations interested in the ultimate completion of this program. The area we represent has an advantage over that of other portions of the Missouri River Valley inasmuch as the upstream reservoirs on the main stem of the Missouri River are now well along toward completion and the river bank stabilization of the river channel is also well advanced to the point where the early completion of the levee system is necessary for the safeguarding of the protective works already completed.

The efforts of the levee districts organized for the purpose of providing right-of-way, constructing interior drainage improvements, and assuring future maintenance of all flood-protection improvements have been concentrated toward a progressive and systematic programing of the levee construction, realizing that work along the valley between Kansas City and Rulo must be coordinated with the construction of other reservoirs and other protective works affecting other parts of the valley.

Our organization has consistently encouraged local groups to perfect their own legal status and engineering plan of reclamation for the purpose of making possible the progressive completion of the levee program and in this connection we have previously requested the Bureau of Budget to recommend appropriations in sufficient amounts for the fiscal years 1957 to 1963, inclusive, which will permit the completion of all the levees within this reach of the river at approximately the same time as the reservoir program in the upper Missouri River tributary is completed.

We are very grateful that the budget recommendations made by the President for the fiscal year ending June 30, 1958, included an item of $3,300,000 plus a small balance of unexpended funds previously appropriated for agricultural levees. The unexpended funds, as we understand it, are all committed to projects now under construction.

We firmly believe the full amount recommended by the President for agricultural levees is necessary for the systematic construction under the levee program during the next fiscal year and we respectfully urge action by this committee in support of the amount recommended by the President.

We are convinced that the ultimate success of the Pick-Sloan program within the Missouri River Valley will require the early completion of the following works:

1. Upstream reservoirs for stabilization of flood flows, thus providing for the conservation of water, a most important national resource.

2. River bank stabilization for maintaining the Missouri River Channel within predetermined limits and alinement.

3. Agricultural levee protection necessary for maintaining flood flows along the alinement established for the bank stabilization protection, thereby preventing the shifting of the river channel from bluff to bluff as has been experienced in the past.

We feel that the early completion of the works outlined above is very important to the members of our organization. However, we are fully convinced maximum benefits from the Pick-Sloan plan will be obtained only if the entire plan is carried out and this organization is in full support of the systematic and progressive completion of all the improvements contemplated under the plan.

In closing we wish to emphasize the importance of maintaining the amount of $3,300,000 plus any unexpended balance remaining from previous appropriations for the construction of agricultural levees in the 1958 fiscal year budget at this, in our opinion, is considered to be the very minimum amount consistent with the orderly construction of this portion of the Pick-Sloan program.

CITY OF ST. JOSEPH,
St. Joseph, Mo., May 15, 1957.

SUBCOMMITTEE ON CIVIL FUNCTIONS,
House and Senate Appropriations Committee,
Washington, D. C.

GENTLEMEN: The city of St. Joseph endorses the brief which Mr. Walter Andrews will present to the subcommittee of the House and Senate Appropriations Committee in Washington, D. C., on May 20 and 21. The city of St. Joseph is very hopeful that this presentation before these committees will result in the retention of the $3,300,000 which has been designated for the Kansas City, Mo.-Rulo, Nebr., agricultural levee program.

We are very desirous of seeing this amount retained, in order that the proposed levee program, which is vital to our industrial and agricultural growth, can be continued.

Yours very truly,

STANLEY I. DALE, *Mayor.*

CHAMBER OF COMMERCE,
St. Joseph, Mo., May 15, 1957.

SUBCOMMITTEE ON CIVIL FUNCTIONS,
House and Senate Appropriations Committee,
Washington, D. C.

GENTLEMEN: The St. Joseph, Mo., Chamber of Commerce board of directors at their regular meeting on May 13, 1957, unanimously endorsed the brief which Mr. Walter Andrews, president of the Missouri River Flood Protection Association has prepared and will personally present to the subcommittee of the House and Senate Appropriations Committee in Washington, D. C., on May 20 and 21.

The board of directors is very hopeful that this presentation before these committees will result in the retention of the $3,300,000 which has been designated for the Kansas City, Mo.-Rulo, Nebr., agricultural levee program.

We are very desirous of seeing this amount retained in order that the proposed levee program, which is vital to our industrial and agricultural growth, can be continued.

Sincerely yours,

HOWARD SISSION,
President, St. Joseph Chamber of Commerce.

Mr. CANNON. Do you have any suggestion that you care to make?

Mr. ANDREWS. I will not take up much of your time. You have been briefed on this by the United States engineers and any statement that I might make as to data would be a repetition of what you have already heard and are familiar with.

As you know, the reservoirs in the north, in the upper regions of the river, are pretty well completed, and in our particular area, from Kansas City to Rulo, the bank stabilization of the river is some 95 percent complete, the engineers tell us. We are in a position to build our levees with the assurance that they will not be washed out by the river. We realized that we were not in a good position for our levees until after the river banks had been stabilized.

Mr. CANNON. Have you previously had levees at these points?

Mr. ANDREWS. Yes.

Mr. CANNON. And those levees were washed out by the river?

Mr. ANDREWS. No. There have been no agricultural levees.

In 1952 we had the highest water that we ever experienced.

Mr. CANNON. Your plan here is to insure that the levees that you will build in the future will be protected?

Mr. ANDREWS. That is right.

The point that I am trying to make is that we are now ready for the levees because the river bank has been stabilized 95 percent from Kansas City to Rulo, and that is where our association is working.

Aside from the bank stabilization we have the reservoirs in the north which give us a great deal of protection.

I looked up the record before I came here, records in the United States engineers' office, and from about 1878 a little over 90 percent of the floods came in June and were caused from the melting snow and the conditions beyond Yankton, S. Dak.

Mr. CANNON. I think when we have completed these five dams north of you they will sufficiently control the floods, and with agricultural levees you can protect your lands.

Mr. ANDREWS. I am positive that is correct. I am not saying that we will not have floods because it was demonstrated during the 1951 flood that there could be a big flood caused by rain in a fairly small area. That rain originated within less than 250 miles west of Kansas City. We are about 390 miles from our closest reservoir, and it is possible with such rains as they have had in Texas recently, and if those storms were north of us and between Yankton, S. Dak., it would be possible for our territory to be flooded.

I would like to give you a little mental picture of the situation. From St. Joe north they are building those levees now, and after those levees are completed there will be a continuous levee north to Omaha. The levees are brought in a distance of 3,000 feet. Around Forest City the waters used to spread out over a territory of 6 or 8 miles. Then you come down to St. Joe Airport and the South St. Joe Levee District is being formed now, and as soon as the water goes through that channel it will fan out there, and with a flood like we had in 1952 the water would be much deeper. It is very essential, we think, that this whole program be brought along together and we are making a plea that you keep the $3 million in the program, or in the budget so that we can continue from year to year and finish our agricultural levee project along about the same time that our reservoirs are completed.

Mr. CANNON. Do you think that the entire amount would be required this time?

Mr. ANDREWS. That would be the minimum amount we could get along with and keep the program going.

Mr. HULL. I would like to introduce Mr. Hinkle.

STATEMENT OF B. H. HINKLE

Mr. HINKLE. I have a statement that I would like to file with the committee.

Mr. CANNON. It will become a part of the record at this point.

(The statement referred to is as follows:)

STATEMENT ON BEHALF OF THE MISSOURI RIVER FLOOD PROTECTION ASSOCIATION RULO, NEBR. TO KANSAS CITY, MO.

Mr. Chairman and members of the committee, my name is B. H. Hinkle, Bigelow, Mo., vice chairman of the Missouri River Flood Protection Association which embraces the area along the Missouri River from Rulo, Nebr. to Kansas City, Mo., a distance of 165 miles via of river channel. This area comprises 181,000 acres of very fertile farmland and 23 cities and towns that are subject to overflow from the Missouri River until the final completion of the agricultural levees. This area is included in the plans and development of the Pick-Sloan plan, of which you are all familiar, which became a law by act of Congress in 1944.

As you also know, the purpose of this act was to develop the Missouri River Basin which affects about one-sixth of the land area of the United States. The Missouri River, one of the largest rivers of our Nation is the backbone of this development process. The three main phases of this development are power, navigation and flood control. The upstream reservoirs are either complete or nearing completion. The bank stabilization, so necessary for navigation, is nearing completion. In our area it is 98 percent completed. The last phase of this program, agricultural levee construction, is well under way but considerable behind schedule in conjunction with the upstream reservoirs and bank stabilization. The main reason for this was the threat of war in Korea and the Far East in 1951. All new construction was halted and it was not until 1955 that any new construction was authorized. At that time one new start was authorized at Waldron, L 400, a unit north of Kansas City. Last year a larger appropriation was made authorizing the completion of Waldron, L 400, and two new starts—Forest City Levee District, L 497 and the Tarkio-Squaw Levee District, L 504, 512, 519, which is the largest district of the area. The Forest City district, L 497, is nearing completion and the Tarkio-Squaw is well under way.

As our national defense and security efforts have required so much in appropriations, our agricultural levee program has been curtailed to the extent that unless much larger appropriations are made than have been forthcoming to date, the complete protection as envisioned in the law and that we have been rightfully praying for, will be much later in coming.

Our units have organized under the drainage levee district laws of the State of Missouri and several of these units, including the ones under construction, are in the process of bonding our districts so that the people in the affected areas can assume their proportionate share of these costs.

We have cited to the Congress facts and figures showing the losses in our area of approximately $70 million from floods from 1943 to 1952. These figures are real losses that can readily be substantiated by figures from the highway department, the railroads, public utilities, the PMA offices now known as the ASC, private files of farmers, the city governments, and Red Cross.

If our units were to experience similar floods again before the levee construction was finished and with these new and additional taxes for bonded indebtedness placed on us, our people would be subjected to a very great hardship of paying these taxes with reduced or no income.

$3,300,000 has been set up in the budget to continue the agricultural levee program. I want to emphasize to the committee that this falls far short of being an inflated amount. This is a bare minimum figure needed badly to continue construction on units already started. There should be an even larger amount to initiate at least two new starts.

Therefore, I sincerely and earnestly request that this committee see fit to retain every dollar that is in the present budget for agricultural levees on the Missouri River.

Very respectfully submitted.

B. H. HINKLE, *Vice Chairman.*

STATEMENT ON BEHALF OF THE MISSOURI RIVER FLOOD PROTECTION ASSOCIATION, RULO, NEBR., TO KANSAS CITY, MO.

Mr. Chairman and members of the committee, my name is Cecil Richardson from Forest City, Mo. I am representing the Forest City Drainage and Levee District Board and I work with the other projects of flood control on the Missouri River from Rulo, Nebr., to Kansas City, Mo.

Mr. Hinkle has made you a word picture of the conditions and needs of projects in our districts. The Forest City Levee District project is nearing completion and the Tarkio-Squaw Levee District is just getting a good start. These projects all tie into each other in such a way that curtailment of one project vitally affects the usefulness of the other. Slowing down the completion of any or all projects would be expensive to the Government and to the people who live or own land within this area.

In the budget, $3,300,00 has been set up to continue the levee work. Facts and figures have been shown which make this amount negligible compared to the flood loss which has occurred in the past and which may occur again at any time in the immediate future.

Therefore, we believe it to be just good business to keep these projects rolling by keeping every dollar in the present budget so that the work will not be retarded.

Respectfully,

C. L. RICHARDSON.

STATEMENT ON BEHALF OF THE MISSOURI RIVER FLOOD PROTECTION ASSOCIATION, RULO, NEBR., TO KANSAS CITY, MO.

To the Chairman and Members of the Committee:

This appeal is sponsored by the citizens of the town of Fortescue, Mo., located in the north part of an agricultural area, organized by the Missouri River Flood Protection Association, and included in the Pick-Sloan development plan as authorized by the Congress in 1944.

Specifically we are in the Tarkio-Squaw Levy District L504–512–519, the largest district in the area and the worst devastated by the 1952 flood.

Our appeal is that we save more of our tax dollars for the good of our basic industry, agriculture, and keep in the budget the $3,300,000 which was set up for the agricultural program.

Thank you for the time this letter has consumed.

Respectfully yours,

QUENTIN GOOLSBY, *Mayor.*
R. R. BENNETT, *Secretary-Treasurer.*

RESOLUTION

To the Congress of These United States:

We, the undersigned mayor and city council of Bigelow, Mo., have passed by official action the following resolution:

Resolved that Bigelow, being a city in the Tarkio-Squaw Levee District (Corps of Engineers unit Nos. L504, 512, 519), and said city being subject to flood by reason of work already performed on other units above, opposite, and below said district, do hereby request that this Congress make available to the Corps of Engineers sufficient funds to continue the construction already underway in this area. We believe the $3,300,000 set up in the budget to be a minimum amount necessary to continue the orderly construction of the units already underway. Accordingly, we urge that the $3,300,000 in its entirety be appropriated for the construction of these units as presently set up.

H. R. BLANCHARD,
Chairman and Mayor.
LAFE BOYD,
H. D. YOUNT,
CARROL GILLAND,
ROBERT BOYD,
Council Members.

Mr. HINKLE. Mr. Andrews has covered our problem pretty well. There are a few things that I would like to discuss.

This map here shows our area.

Mr. CANNON. This map will be filed with the committee.

Mr. HINKLE. We have about 181,000 acres in there that is unprotected. We have certain sections in there that are still in a very pre-

carious position, and they are in a little more precarious position on account of the construction of the units already previously constructed.

Mr. CANNON. Is a part of this area in Iowa or is it all in Missouri?

Mr. HINKLE. It is all in Missouri. There are 23 cities and towns located in this area. We have had in previous floods about $70,000 loss. We have presented that evidence to the committee. That has been substantiated by figures from the State highway department, the railroads, the public utilities, the PMA offices, now known as the ASC, private files of farmers, the city governments, and the Red Cross.

I know this committee is pressed for time. Mr. Andrews has carried this pretty well.

The amount in the budget is the minimum, we think. If it could have been increased it would have been better. We have 2 or 3 units that are ready for construction, as you will see on that map, and funds should have been appropriated so that they could have gotten underway. We would like to see this minimum amount at least.

Mr. CANNON. You have the endorsement of Congressman Hull.

Mr. HULL. For the record, Mr. Richardson is here and Mr. Young. Mr. Hinkle filed their statements.

I know that you are busy and we will not take up any more of your time.

I certainly appreciate your courtesy in hearing us this morning and I would like to see the $3,300,000 stay in the budget.

MONDAY, MAY 20, 1957.

MISSOURI AGRICULTURAL LEVEES

WITNESS

JOHN A. ADAIR, APPEARING IN BEHALF OF ORGANIZATIONS LOCATED IN ATCHISON AND LEAVENWORTH COUNTIES, KANS.

Mr. CANNON. We will now hear from Mr. John A. Adair.

Mr. ADAIR. My name is John A. Adair. I am president of the Exchange National Bank of Atchison, Kans., and for many years have been actively interested in matters of flood control and water resources development. I am a director of the Mississippi Association, a vice president and executive council member of the Kansas-Missouri council of this association, a member of the Missouri-Arkansas Basin Flood Control and Conservation Association, and a member of the Water Resources Council of the Kansas State Chamber of Commerce.

Mr. CANNON. In your opinion, the entire amount of this estimate is required for this purpose in the coming fiscal year?

Mr. ADAIR. I feel it is imperative. We have declining population in this area. We are low in industrial employment in the area. We have suffered from drought, and at the same time we have been followed by floods.

I have just come from Wichita where we missed a flood on the Arkansas. Fortunately, we have not had a flood in our immediate area this year, but I think we must continue with this program.

Mr. CANNON. Of course, we are considering this solely from the point of view of the area which has been discussed this morning. In your opinion, this is the road to protection of this area from future floods?

Mr. ADAIR. Yes. I would like to pass around to the committee pictures of the floods we have sustained in this immediate area. We have sustained terrific losses in the past. I would like to invite attention to the fact that this is not purely an agricultural area. In this area we have the communities of St. Joseph, Atchison, Kans., and Leavenworth.

Mr. CANNON. We are interested in the agricultural levees. Do you think the agricultural levees would obviate such floods as you have indicated in the photographs?

Mr. ADAIR. There is no question but it will protect the labor market, the population, the farm population that is having to go to industrial jobs to protect themselves. Many of the people in these three towns are importantly dependent upon jobs in those communities as well as agricultural income. You cannot really disassociate the vital importance of this agricultural-levee program from either the farmer or from the industrial employer in these communities. They are all a part of the same. I believe it is not only a question of eliminating the risk of loss from the stream damage by flood, but we have to preserve and keep that population in the area to permit the ultimate growth and industrialization of the territory.

Mr. CANNON. We thank you.

Mr. ADAIR. I would like to file my statement for the record.

Mr. CANNON. Your statement will be included in the record at this point.

(The statement referred to is as follows:)

STATEMENT OF JOHN A. ADAIR, ATCHISON, KANS., IN BEHALF OF ORGANIZATIONS LOCATED IN ATCHISON AND LEAVENWORTH COUNTIES, KANS.

My name is John A. Adair. I am president of the Exchange National Bank of Atchison, Kans., and for many years have been actively interested in matters of flood-control and water-resources development. I am a director of the Mississippi Valley Association, a vice president and executive council member of the Kan-Mo council of this association, a member of Mo-Ark Basin Flood Control and Conservation Association, and a member of the water resources council of the Kansas State Chamber of Commerce.

I am here to represent the following organizations: The Atchison Chamber of Commerce; Blish, Mize & Silliman Hardware Co.; C-G Grain Co.; G. W. Kerford Quarry Co.; L. F. M. Manufacturing Co.; Luxra Co.; Midwest Solvents Co., Inc.; Fred Stein Laboratories; all of Atchison, Kans; and the Leavenworth Chamber of Commerce and the Missouri Valley Steel Co., both of Leavenworth, Kans.

All of them are vitally interested in the early completion of the overall Pick-Sloan plan, and certain phases of the program that affect the basin population and communities in the 82-mile stretch of the river bottom between St. Joseph and Kansas City, Mo.

We believe that an early completion of the Pick-Sloan program will do much to solve some of the serious problems of economic unbalance shared by the States of Kansas, Missouri, Nebraska, and the Dakotas, and all the other Missouri Basin States. Solving these problems will permit the whole Nation to derive substantial returns from the investment which the Federal Government has already made or is committed to this area.

Major handicaps and problems of the area are:

1. Unstable weather and moisture conditions (susceptibility to flood and drought).

2. A sparse and declining population in comparision to land area (due to dependency on agriculture).

3. Low industrial employment.

4. Distant location from dense consuming markets.

The area has solid and long-term advantages which are to an extent unique. These include:

1. A growing season and climate which, given controlled moisture, can feed an expanded United States population plus other peoples in the world.

2. The water potential of the area can serve and sustain a very large population's entire water needs, including agricultural, industrial, and municipal.

3. Our area's strategic location becomes more important daily by virtue of our relative invulnerability to atomic attack.

4. With the population growth of the West and South, we are becoming closer and closer to the center of the Nation's markets.

5. Our surplus farm population is native American. It works willingly and hard. It resists influence by the wrong type of labor leaders. These are vital assets which we must not lose.

The completion of the flood-control structures and upstream dams will soon be a reality. When this is accomplished, the disaster-type floods which caused such a toll in dollars and lives in the Kansas cities and Topeka areas will be eliminated.

The agricultural-levee program has lagged behind. It must be accelerated to prevent the floods which were so costly in 1949 and 1952 in the Missouri Valley.

At this time, may I ask you to refer to exhibit I. It shows stretches of the river which are quite different. The problems call for special treatment.

From the flood pictures marked "Exhibit II," you gentlemen can see the miles of land and thousands of dollars of damaged improvements and utilities which we in the Kansas City to Rulo section urgently request the Congress to insure us against, by accelerating the completion of the agricultural-levee portion of the program.

Atchison has a population of approximately 16,000 people. It is an industrial town. Many of our workers are farmers who supplement their farm incomes by working in our industries. Many of them live across the river in Missouri. Atchison has one of Kansas' largest grain terminal markets, over 12½ million bushels of storage. Wheat from all of the two northern tiers of Kansas counties and the souther tiers of Nebraska, plus corn and other grains are funneled here. We are a hard goods jobbing town for the territory to the west. We are a strategic river crossing point for railroads and house, underground, the United States Army Ordnance's largest stockpile of reserve machine tools in a 60-acre cave which enjoys truck, rail, and barge service.

Leavenworth, with more than 20,000 people, has a lot of industry and tremendous institutional employment with Fort Leavenworth, Command School, Army prison, the United States Federal penitentiary, and large Veterans' Administration hospitals. Much of their employment has come from the farms on both sides of the river. Leavenworth is a major railroad and vehicular crossing point and the location of an important shipyard, the Missouri Valley Steel Co.

Both Atchison and Leavenworth are on the west bluffs of the river. As a result, it is the Missouri agricultural levees that we want to see completed to protect our communications, labor supply, and our markets when the valley floods. To this must be added the fact that farmland protected by an Ag levee on a riverside location becomes a prime industrial site; in our cases, the most logical locations we can offer.

We believe the strategic importance of our communities and the magnitude of the investment in our area are subjected to the risk of great potential flood damage as long as there is delay in completion of Ag levees in the Atchison-Leavenworth area. It is our thoughts that the Corps of Engineers should be given discretion to undertake new starts.

In addition to the $3,300,000 in the President's budget for the development of agricultural levees from Kansas City to Omaha, we urge the authorization of an additional $725,000 for the construction of: Farley-Beverly, $200,000; Weston-Iatan, $325,000; and South St. Joseph, $200,000.

From previous reference to the necessity for our States to become industrialized and from an outline of the diverse industrial and utility and governmental installations with large payrolls in Atchison and Leavenworth—by no means all were cited—your committee can understand why we feel so strongly that it

will be a sound investment for Congress to accelerate completion of the work on the Missouri River from St. Louis to Atchison. Our agriculture and industries are already benefiting by water-compelled rates on steel products, molasses, and grain. Atchison has invested in one dock and another is being completed for the Ordnance Corps which will affect large savings to the Government and thus the taxpayer. Thank you for your kind attention.

CHAMBER OF COMMERCE,
Atchison, Kans., May 17, 1957.

CHAIRMEN, UNITED STATES SENATE AND HOUSE PUBLIC WORKS APPROPRIATIONS SUBCOMMITTEES,
Washington, D. C.

GENTLEMEN: The members of the Atchison Chamber of Commerce, both as individuals and as an organization, abhor the tremendous size of the proposed Federal Government budget for 1958. On the other hand, the people in our area are fighting hard to sustain their conomic lives. We have felt the impact of serious flood damage. We realize further that the Missouri River is reawakening as a primary factor in our economy. We are firmly convinced that the harnessing of that great river will cause our area to grow substantially and rapidly. We are working hard to see that happen.

The President's budget contains $3,300,000 for the development of agricultural levees from Kansas City to Omaha. We urge the authorization of an additional $725,000 for the construction of agricultural levees for Farley-Beverly ($200,000), Weston-Iatan ($325,000), and South St. Joseph ($200,000). We further implore the completion of the Pick-Sloan plan at the earliest possible date. When this work is completed we believe the benefits of the agricultural levees will give us a stabilized agriculture as well as some fine industrial sites. Water from the Missouri River is already being used for municipal and industrial purposes. We believe this will increase at a phenomenal rate. The first barge service in years will be used at Atchison this week. We are confident this is just the start of this valuable service for our immediate area.

With your help, our community is on the threshold of a bright new future. We want and need your help at this critical time.

Sincerely yours,

W. L. ANDERSON, M. D., *President.*

CHAMBER OF COMMERCE,
Leavenworth, Kans., May 17, 1957.

UNITED STATES SENATE AND HOUSE PUBLIC WORKS SUBCOMMITTEES,
Washington, D. C.

GENTLEMEN: We are writing you in the interest of approving the $3,300,000 appropriation proposed in the President's budget for use in construction of agricultural levees in the upper reaches of Missouri River Basin as recommended in the Pick-Sloan plan.

Being located on the Missouri River and realizing the importance of levee protection in this immediate area, we urge that your committee help secure additional funds for levee planning and construction in this area as follows:

Two hundred thousand dollars for planning and levee construction in the Farley-Beverly Drainage District, $325,000 for planning and levee construction in the Weston-Iatan Drainage District, and $200,000 for planning and levee construction in the South St. Joseph District.

The construction of levees in this area is vital to the economy of the producers of the area and will be beneficial to the Government in the long run through payment of taxes rather than having our farmers being recipients of funds granted to alleviate suffering and losses as a result of flood destruction, as has been the case in the past.

The construction of levees in this immediate area will not only be an aid to the farmers in this district but will hasten the industrial development along the Missouri River.

The above suggestions represent the thinking of the majority of the businessmen of this community, and we sincerely hope these suggestions will be approved and acted on by your committees.

Sincerely,

HOWARD JAHN,
President, Leavenworth Chamber of Commerce.

BLISH, MIZE & SILLIMAN HARDWARE CO.,
Atchison, Kans., May 17, 1957.

Chairmen, United States Senate and House Public Works Appropriations Subcommittees, Washington, D. C.

GENTLEMEN: We urge you to do everything in your power to convince your fellow members in the Senate and House to retain in the budget a fair appropriation for the development of agricultural levees from Kansas City to Omaha.

If similar appropriations are to be approved it is our feeling that this expenditure should be of equal importance. If, however, Congress becomes economy minded (as it should) and decides to pare all expenditures of this nature, then our feeling is that we should have our equal share, even though reduced, in protecting this area from the problems of future floods.

Very truly yours,

JOHN H. MIZE, *President.*

C–G GRAIN CO.,
Atchison, Kans., May 17, 1957.

Chairmen, United States Senate and House Public Works Subcommittees.

GENTLEMEN: The President's budget contains an amount of $3,300,000 for the development of agricultural levees from Kansas City to Omaha. We urge you to authorize this amount plus $725,000 additional for construction of levees in the Farley-Beverly, Weston-Iatan, and South St. Joseph districts. We are highly in favor of economy in our Government, and we also believe in the old adage "an ounce of prevention is worth a pound of cure." Past floods in these areas have caused undetermined damage to many acres of productive land. We feel this budget item will, in the long run, prove less costly than the damage created by floods.

The development of barge facilities will greatly benefit this area. It will allow this market to compete with other river markets. The economy of barge rates allows the grain producer to receive more for his product, besides opening up more outlets. This step will also help to bring new industry into an area of declining population. The completion of a 9-foot channel from St. Louis to Atchison would allow maximum loading of barges and will help the grain farmer in this area immensely. This together with the completion of the Pick-Sloan plan and the bank-stabilization program would be quite a help in bringing new industry into this area.

Very truly yours,

WILLIAM F. ALLISON, *Manager.*

GEORGE W. KERFORD QUARRY CO.,
Atchison, Kans., May 16, 1957.

United States Senate and House of Representatives Public Works Appropriation Subcommittees, Washington, D. C.

HONORABLE CHAIRMAN: We have a vital interest in seeing the Pick-Sloan plan on the Missouri River accelerated.

The flood control, navigation, bank stabilization, agricultural levees and industrial levees in the entire Missouri River Valley are doing much for the economy of this area. Substantial savings in the transportation of bulk commodities have been effected; industry is being protected; productivity and fertility of land is protected; and, our national defense organization operates more efficiently.

Acceleration of the entire program will accelerate permanent and increased savings.

It is imperative that the 9-foot channel be completed within the next 3 years. The Iatan-Weston levee should be on docket for immediate completion.

New starts should be made on other levees in the Aatchison-Leavenworth section of the river. The Corps of Engineers should have discretion as to which levees can be started at any particular time. Thus, the integration of each unit can be better facilitated.

A completely integrated economy and strong national defense depend on the rapid completion of these projects.

Very truly yours,

GEORGE ED. KERFORD, *President.*

Mr. ADAIR. I thank you very much.

MONDAY, MAY 20, 1957.

ALABAMA-COOSA RIVERS (MILLERS FERRY DAM)

WITNESSES

HON. GEORGE M. GRANT, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF ALABAMA
HON. JOHN J. SPARKMAN, A SENATOR IN CONGRESS FROM THE STATE OF ALABAMA
ROBERT HENRY, PRESIDENT, COOSA-ALABAMA RIVER IMPROVEMENT ASSOCIATION
HON. HENDERSON LANHAM, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF GEORGIA
HON. GEORGE W. ANDREWS, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF ALABAMA
HON. ALBERT RAINS, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF ALABAMA
HON. GEORGE HUDDLESTON, JR., A REPRESENTATIVE IN CONGRESS FROM THE STATE OF ALABAMA
HON. KENNETH A. ROBERTS, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF ALABAMA
HON. ARMISTEAD I. SELDEN, JR., A REPRESENTATIVE IN CONGRESS FROM THE STATE OF ALABAMA
HON. FRANK W. BOYKIN, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF ALABAMA

Mr. CANNON. Congressman Andrews, will you introduce the witnesses here?

Mr. ANDREWS. First, let us thank you for giving us this hearing. I would like to introduce to you Congressman Grant, who represents one of the districts affected by this project. He has several witnesses that he would like to introduce.

Mr. GRANT. Thank you, Mr. Chairman and members of the committee, we appreciate your giving us this time.

The Senate is meeting at 11 o'clock this morning and Senator Sparkman is here. He wants to go back because he has some matters on the floor.

Mr. CANNON. We will be glad to hear from Senator Sparkman.

Mr. SPARKMAN. I am not going to take but a very few seconds of your time. I regret that I cannot stay here during the entire hearing, but the Senate is meeting and I have already had a call to return on a matter that I am supposed to handle in the Senate. We have a delegation here from Alabama and Georgia, people interested in one of the great riverways that flows through, between, and across parts of the two States. They have the story to tell. We are greatly interested in it. Our entire delegation, both senatorially and all the Members of the House delegation, are interested in it. It is the Alabama-Coosa Waterway. It is a great system and one we want to see work started on as soon as possible in order to complete its development.

Mr. CANNON. You have a budget estimate?

Mr. SPARKMAN. Mr. Chairman, the group will present all of the details relating to the project. I would rather defer to them with reference to the estimates, what the request is, and so forth.

It is a good project on which our delegation has worked hard. We are greatly interested in it. For my part, and on behalf of Senator Hill, I want to express appreciation to you and the committee for giving these gentlemen an opportunity to be heard.

Mr. CANNON. Senator Sparkman was a Member of the House before his demotion to the Senate, and we hear him always with pleasure.

Thank you, Senator Sparkman.

Mr. SPARKMAN. I wonder if you would indulge me. You say "demotion." Usually we think of promotions and demotions with reference to pay. You may recall when I went to the Senate I actually took a cut in pay of a little more than $200 a month.

Mr. CANNON. The gentleman is always patriotic.

Mr. GRANT. Mr. Chairman, representatives of a public-spirited organization of citizens from Alabama and Georgia are here today to discuss with you their request for a small appropriation to be used for the planning and designing of the Millers Ferry Dam located on the Alabama River in Alabama. This group is known as the Coosa-Alabama River Improvement Association. They will explain more in detail just why they are here and the urgency of this request.

With that, I would like to introduce to this committee Mr. Robert Henry, of Montgomery, who is president of this association; Mr. George Cleere, executive vice president of the association; Mr. Robert Stall, Jr., secretary and treasurer; and Mr. W. A. Gayle, mayor of the city of Montgomery and a director of the association.

At this time, with the indulgence of the committee, I am sure you would like to hear from Mr. Robert Henry, president of this association, who is well acquainted with the project.

Mr. HENRY. Mr. Chairman and members of the committee, I am delighted to appear before your committee today and have the opportunity to express the views of the membership of the Coosa-Alabama River Improvement Association, Inc., as well as the views of a majority of the political subdivisions, business and industrial firms, and many individual citizens throughout one of the greatest undeveloped river basins remaining within this Nation—namely, the Alabama-Coosa River system.

It can be stated that the various interests throughout an area of approximately 23,000 square miles within the river basin, comprising the States of Alabama and Georgia, are now requesting that the development of this great river for navigation, production of hydroelectric power, and flood control be accomplished at the earliest practical date. We are asking today for approval of an appropriation in the amount of $150,000 for plans on the Millers Ferry Dam, located in Wilcox County, Ala., a part of an authorized project on the Alabama River.

In order that the members of your committee may have knowledge of the importance of this great river system, it is necessary that we here outline briefly the physical characteristics, water development needs and opportunities, and program to date.

THE BASIN

The Alabama-Coosa River drains a long basin which extends from the Blue Ridge Mountains of southeast Tennessee and northwest Georgia diagonally across the State of Alabama to where the Tombigbee River joins it to form the Mobile River 45 miles north of Mobile, Ala. The basin, approximately 350 miles in length and averaging 70 miles in width, covers an area of 22,800 square miles. Topography varies from flat to gently rolling coastal plains in the south through broken hilly land in the north central and upper regions of the basin. There are extensive areas of wooded swamps along the lower Alabama River. The soils of the basin range in character from red clay in the Piedmont Plateau and heavy dark clays of the Black Belt area to sand clay types in the lower coastal plains. The soils are generally highly productive with good management.

FOREST

Approximately 60 percent of the land in the basin is in forests. Hardwood forests predominate in the headwater area and in the stream bottoms with pine and other soft woods in the southern part of the basin. Despite the reduction in forest resources, rapid growth has sustained a high output of timber products, proving the inherent productivity and the great recuperative powers of the Alabama-Coosa River Basin. The present rate of timber growth can be tripled if the growth capacity of the land is utilized. The forests of the basin can grow an average of 300 board-feet of saw timber per acre per year. Alabama ranks third in the production of lumber in the southeastern region and the greater percentage of high-grade timber produced within the State is grown in this river basin. Within the basin there are great quantities of wood for use by the expanding pulp and paper industry.

AGRICULTURE

Agriculture is a major activity throughout the basin area although only 25 percent of the land is cultivated and this is growing smaller each year. Another 12 percent is in grass and pasture land, and as previously stated, 60 percent of the area is in forest. Cotton and corn have been the principal farm products, but an increasing acreage has been and continues to be converted to grazing lands and other types of farming. Located in the basin, Montgomery, Ala., is the largest terminal livestock market east of the Mississippi and south of the Ohio Rivers. Farms are small and many are too small to serve as economic family units.

MINERALS

Deposits of valuable minerals in commercial quantities are located within the river basin. Among these are petroleum, iron ores, coal, limestone, clays, glass sand, graphite, mica, manganese, bauxite, barite, marble, lignite, selma chalk, fuller's earth, slate, tin, asbestos, gravel, sand, and others. Some of these have been mined for many years, others would be developed if the river system is made navigable.

POPULATION

Based on the 1950 census there are approximately 1,400,000 people living in the Alabama-Coosa River Basin. In addition, the great cities of Birmingham, Ala., and Atlanta, Ga., lie just outside its boundaries. Birmingham is only approximately 30 miles from the Coosa, the main tributary of the Alabama River.

Approximately 75 percent of the people live in rural areas. The major centers are: Rome, Ga.; Anniston, Talladega, Montgomery, and Selma, Ala. These cities have had a substantial growth during the last 6 years and today it is estimated that the total population will exceed 284,000 people. There are 9 additional cities within the basin with a combined total population of approximately 86,000. In addition there are 18 towns within the area that have a population in excess of 2,500 people each. There are also numerous small towns and communities throughout the entire basin. The major cities and towns are fairly evenly distributed.

MANUFACTURING

Certain types of manufacturing were established in the basin soon after the turn of the last century while others have had a longer history. Manufacturing has developed rapidly in the basin within the last two decades. The major industries are: iron and steel production and fabrication, textile and apparel manufacture, processing of wood products, fertilizers, industrials chemicals, electrical equipment, farm machinery and equipment, pulp and paper industry, food processing and confectionary products. There are many other products manufactured in the area, and industry has and continues to operate successfully. Many plants have been expanded in recent years, and new industry is moving into the basin. However, the fact that we do not have water transportation is retarding the growth and location of certain industries as evidenced by the factual data in the files of organizations throughout the river basin. As evidence of this fact we herewith recite the statement of the industrial division of the Chamber of Commerce, Montgomery, Ala., and it reads as follows:

It is our firm belief that the development of the Coosa-Alabama River system for navigation, flood control, power generation, recreation and other benefits would greatly enhance our chances to attract new industry. We base the foregoing statement on the following:

1. According to the best research among organizations such as the American Industrial Development Council and the Southern Industrial Development Council, water sites are becoming more and more important in plant location analysis. It is estimated that the availability of water, whether for transportation or processing, will be the No. 1 factor in all plant locations.

2. Many location experts believe that transportation costs offer one of the few remaining opportunities for substantial savings in industrial production (1957 Site Selection Handbook Edition of Industrial Development Magazine). It is a matter of record that transportation costs are less where water transportation is available. The availability of such transportation would, therefore, enable the entire Coosa-Alabama region to offer new and existing industries opportunities for increased savings.

3. In 1956, there were 570 industrial plant locations selected on waterside sites, an increase of 90 over 1955 and 124 over 1954. (Coosa-Alabama River Improvement Association, News-bulletin, April 1957.)

4. The illustrations given below have been purposely disguised as we are continuing to promote Montgomery as a future location with these (and many

other prospective industries), and confidential handling is of paramount importance. Records are on hand, however, to substantiate these remarks.

(*a*) A national chemical concern: This company recently located a $20 million plan in the Southeast. On inquiring as to their reason for the location finally chosen, we were told by a company representative in October 1956 that water transportation facilities was one of their main considerations. We were also told that "Had Montgomery had water transportation facilities, considerably more attention would have been given to the possibility of a Montgomery site."

(*b*) A national mining and processing concern: This concern indicated a strong desire to be kept advised of river development in our area. Although no plans are known at this time for actual expansion, it was given to us that their future planning take such eventualities as the need for water transportation into account.

(*c*) A midwestern chemical concern: For the first time in over 40 years this concern is known to be embarking on an expansion program outside its home area. By the nature of its activities, it is easily seen that water transportation would be an important factor in any of their planning. This company also has requested that we keep them abreast of our river development situation.

(*d*) A leading chemical concern: During a recent discussion of their site, purchased a few years ago, it was brought out that the eventuality of water transportation was one of the considerations leading to their decision to buy a large site located on the Alabama River in our general area. It is felt that definite plans to proceed with development of the Alabama River from Montgomery to Rome might very well have considerable influence on the company's ultimate plans for this site.

(*e*) A national automotive products manufacturer: Representatives have visited Montgomery on several occasions and definite interest has been shown in one site of nearly a dozen possible. This site is on the river.

NOTE.—The records pertaining to 4a through 4e are on file in the industrial division of the Montgomery Chamber of Commerce, Montgomery, Ala.

5. Montgomery is blessed with a good network of railroads (see map) which many communities far larger cannot equal. Yet Montgomery has often been eliminated in location studies because of high transportation costs.

These brief references provide, we believe, definite evidence that the future industrial growth of Montgomery and the entire Coosa-Alabama region depends in largest measure on the development of the Coosa and Alabama Rivers as proposed by the Coosa-Alabama Rivers Improvement Association.

WATER DEVELOPMENT NEEDS AND OPPORTUNITIES

The development of the water resources of the Alabama-Coosa River Basin is a problem that must be recognized for its value, first, to the States of Alabama and Georgia, and then to strengthen this great Nation. The needs of the basin are great, because of the large number of people who must find employment in some endeavor other than agriculture if the production per man in farming is to increase enough to permit satisfactory living standards for many of the people. Harnessing this great river system promises to create opportunities for employment because water is abundant and the many good reservoir sites make possible the storage of large quantities of water which can be controlled to generate power, and to a great extent eliminate flood conditions. The dams would provide for water transportation that is needed now.

I am sure you gentlemen of this committee are fully aware of the great change in farming methods that has taken place in this Nation within the past few years. As stated heretofore, many farmers by virtue of the small acreage owned or rented, cannot today produce sufficient income to sustain themselves and their families properly and many of the farmers throughout the basin fall into this category. The larger farmers have mechanized their farms, thereby releasing

labor heretofore required. The production of agricultural products per man has more than doubled in the past 5 years. More and more acreage each year is being taken out of cultivation and converted to grazing; this change is releasing large numbers of people from employment in agricultural products pursuits, thereby forcing them to seek employment in services or industry.

The development of the Alabama-Coosa River system would enable this area to secure additional industry that requires ample power and water transportation, thereby opening the way for these small farmers to retain their homes and supplement their incomes by employment in industry.

The major problem of the Alabama-Coosa Basin is the provision of adequate economic opportunities for its people. Two broad approaches to the basic problem of the area are apparent. One is to provide additional employment opportunities, the other is to make possible higher incomes for the people who remain in agriculture by improved land use. The latter is now being accomplished to some extent and the trend of better land use is definitely beneficial. The other problem remains but could be rectified to a great degree by development of this great waterway for navigation and other purposes to permit the expansion of industrial activity throughout the basin.

Incidentally, Government reports have stated:

> The southern Appalachian Mountain area is the largest source of undeveloped water available south of the Great Lakes.

The Alabama-Coosa River headwaters rise in these mountains and is the second largest river from that source. The Tennessee River is the only one that exceeds it in volume. To date no start has been made on a congressional authorized project after 12 long years of waiting patiently for 2 multiple-purpose and 1 navigation dam to be constructed on the Alabama section of this great river system. Again repeating, we are here today to respectfully request an appropriation of $150,000 for planning and design of the Millers Ferry Dam by the present session of Congress. The need for this waterway improvement is urgent.

The tributaries of the Alabama River at the present time have six water-use structures that are now in operation. The Alabama Power Co., a private utility, owns 6 hydroelectric plants, 3 on the Coosa River and 3 on the Tallapoosa River; 1 federally owned hydroelectric plant (Allatoona) is located on the Etowah River in the State of Georgia. The privately owned plants generate less than 25 percent of the potential power of the river system.

In 1945 the 79th Congress, 1st session, enacted Public Law 14 which reads in part:

> Alabama-Coosa River, Alabama: Initial and ultimate development of the Alabama Coosa River and tributaries for navigation, flood control, power development, and for other purposes, as outlined in House Document Numbered 414, Seventy-seventh Congress, is hereby authorized substantially in accordance with the plans being prepared by the Chief of Engineers with such modifications thereof from time to time as in the discretion of the Secretary of War and the Chief of Engineers may be advisable for the purpose of increasing the development of hydroelectric power; and that for the initiation and accomplishment of the ultimate plan appropriations are authorized in such amounts as Congress may from time to time determine to be advisable, the total of such appropriations not to exceed the sum of $60,000,000. The aforesaid authorization and approval shall include authorities for all powerhouses, power machinery, and

appurtenances found to be desirable by the Secretary of War upon the recommendation of the Chief of Engineers and the Federal Power Commission.

The authorized project referred to above consists of 2 multiple-purpose dams and 1 navigation dam on the Alabama River; namely, Claiborne, Millers Ferry, and Jones Bluff. The latter two are the multiple-purpose dams. Originally the authorization included one multiple-purpose dam on the Coosa River at Howell Mill Shoals. The dam on the Coosa River was eliminated from the Corps of Engineers, United States Army, plans and the authorized project by reason of application for license by the Alabama Power Co. to construct four hydroelectric dams on this river as set out in Public Law No. 436, chapter 408, 83d Congress, 2d session. The action by Congress in enacting Public Law No. 436 in no way affects the three dams authorized on the Alabama River as set out in section 13 of Public Law No. 436 herewith quoted:

SEC. 13. Nothing in this Act shall be deemed to affect in any way the authorization of the development of the Alabama-Coosa River and tributaries other than that portion of the development involving projects on the Coosa River or the authority of the Federal Power Commission to issue a license for the complete development of the Coosa River by States or municipalities under section 7 (a) of the Federal Power Act or to find under section 7 (b) of said Act that the development should be undertaken by the United States itself.

House Document No. 414, 77th Congress, 1st session, paragraphs 7 and 8, is herewith quoted in part:

7. The Board[1] recognizes that the Alabama-Coosa Basin is one of the country's greatest reservoirs of rich natural resources, that the Alabama-Coosa River system contains many dam sites that are highly desirable for the development of hydroelectric power in connection with the improvement of its rivers for navigation, and that the basin is potentially a great industrial area. * * * It is logical to expect that the industrial expansion and the general economic improvements noted in the basin and its adjoining areas over the past several years will be accelerated by the trend of industry to seek the moderate climate of the Southern States and by the industrial activity resulting from the rearmament program. The Federal Power Commission has stated with respect to proposed modifications of the district engineer's comprehensive plan with a view to increasing the development of hydroelectric power, that a total expenditure for that plan very substantially in excess of the district engineer's estimates would be justified. The Board, therefore, believes that the surveys and studies that have been completed by the Department are sufficient to indicate that a comprehensive plan for the ultimate development of the water resources of the Alabama-Coosa River system for navigation, hydroelectric power, flood control, and other purposes should be authorized at this time, to be accomplished step by step over a period of years, and that the work thereunder should be prosecuted at such rates as may be determined by Congress. It is also believed that for the initiation and partial accomplishment of the ultimate plan the construction of the navigation dams on the Alabama River, including the development of the maximum hydroelectric power feasible * * * should be approved at the present time.

8. The needs and demands for the development of the Alabama-Coosa Basin are continually increasing, and in the present emergency the changes are much more rapid than in normal times.

The 84th Congress made available an appropriation in the amount of $180,000 for the fiscal year 1956 for a survey of the Coosa-Alabama River by the Corps of Engineers, United States Army:

First phase, an interim report which included an economic analysis to determine justification of navigation to Rome, Ga., via the Alabama and Coosa Rivers. It included traffic and costs studies for locks in

[1] The Board refers to the Board of Engineers for River and Harbors.

existing and proposed dams to be constructed by the Alabama Power Co. on the Coosa River.

Second phase will be a comprehensive report, primarily a basin-wide plan. The studies of developments will be on streams tributary to the Alabama and Coosa Rivers.

The authorized plan was adopted for the Alabama River. The license plan by the Alabama Power Co. would be the adopted plan for the Coosa River. The comprehensive report would augment main river developments by tributary storage developments.

The first phase of the report was received by the Chief of Engineers Office earlier this current year. The second phase of the report is scheduled to be finished by the district office of the Corps of Engineers by July 1, 1957.

The Coosa-Alabama River Improvement Association was recently advised by the Chief of Engineers Office of the review of the traffic study for the Alabama River below Montgomery, Ala., contained in the interim report. This review indicates that the present authorized development continues to be economically justified. The information attached to the communication received by the association is set out below:

Project.—Alabama-Coosa Rivers, Ala. and Ga., Alabama River.

Authorization.—River and Harbor Act of March 2, 1945.

Description.—The initial development will provide a navigation channel 9 feet deep from the mouth of the Alabama River to Montgomery by means of a low-lift lock and dam at Claiborne, 2 higher dams with locks and power installations at Millers Ferry and Jones Bluff, and supplemental channel works on the Alabama River below Claiborne. Pertinent data on the structures are given in the following tabulation. Planning to date is based upon the initial power installations. However, preliminary studies indicate that it may be desirable to install the entire ultimate installation initially. The power installaton will be considered further and firmed up prior to initiating construction.

	Project		
	Jones Bluff	Millers Ferry	Claiborne
River mile	246.8	142	82.9
Normal pool, elevation	125	80	35
Reservoir area at normal pool, acres	12,000	22,000	5,700
Lock dimension, feet	82 by 450	82 by 450	82 by 450
Lock lift, feet	45	50	25
Power, initial installation, kilowatts	51,000	57,000	
Primary energy per year, 1,000 kilowatt-hours	116,000	136,000	
Average annual energy, 1,000 kilowatt-hours	301,000	353,000	
Power, ultimate installation, kilowatts	68,000	76,000	
Average annual energy, 1,000 kilowatt-hours	335,000	394,000	

Estimated Federal cost

	Initial power	Ultimate power
Jones Bluff	$54,534,000	$58,368,000
Millers Ferry	46,783,000	50,870,000
Claiborne	15,761,000	15,761,000
Channel improvements	1,670,000	1,670,000
Total	118,748,000	126,669,000

Order of development.—At such time as the project is undertaken, the work should be programed so that the navigation and other benefits would accrue as elements of the plan are completed. On this basis the work should be programed as follows: (1) Resume preconstruction planning of Millers Ferry with concurrent review costs of other elements of the plan, (2) initiate construction of Millers Ferry, (3) resume planning and initiate construction on Claiborne and on the channel improvements so that they could be completed at the same time as Millers Ferry, and (4) resume planning and initiate construction for completion of Jones Bluff as soon as practical after completion of Millers Ferry.

Justification.—There is a prospective commerce for the 9-foot waterway to Montgomery of about 2 million tons a year consisting of agricultural products, petroleum products, nonmetallic minerals, metals and metal products, chemical and fertilizer materials, and miscellaneous items. The improvements will also provide initially 108,000 kilowatts of dependable hydropower capacity which can generate an average of 654 million kilowatt-hours annually, and ultimately 144,000 kilowatts of dependable capacity which can generate 729 million kilowatt-hours annually.

Benefit-cost ratio.—The latest indicated benefit-cost ratio for the development of the Alabama River to Montgomery is 1.02 for the initial power installation and 1.07 for the ultimate power installation. The costs will be further firmed up in the preconstruction planning. The annual benefits for the development are estimated to be $6,133,000 for the initial power installation (navigation $2,360,000 and power $3,773,000) and $7,075,000 for the ultimate power installation (navigation $2,360,000 and power $4,715,000). The navigation benefits are based on an extensive traffic survey made during the fall of 1956.

Gentlemen, we have endeavored, in brief form, to outline to you some of the problems confronting approximately one-third of the population in the State of Alabama and a large percentage of the population in northwest Georgia. We have also outlined to some extent some of the assets of the river basin and if time permitted we could, I believe, convince you that additional assets of this great river basin justify your favorable action in making an appropriation of $150,000 available in the current budget.

We cannot refrain from bringing to your attention a few other matters of importance. The labor supply available in the basin during the latter part of 1956 for employment in industry was approximately 40,000, based on applications in the files of the Industrial Relations Department of the State of Alabama. Percentagewise the State of Georgia would, no doubt, have a corresponding number of industrial workers available for employment from the area in the upper basin. Most of these are small farmers seeking supplemental income; we have mentioned before the transition of farming methods that brings this situation about.

Today we must recognize that the farm problem is acute. In a period of 6 years, Federal Government spending to aid farmers has soared from $1.2 billion in 1951 to $5 billion by June 1957. For this same period farm surpluses have grown from $1.8 billion to $8.3 billion, prices for farm products are down 23 percent, income per farm is down 19 percent, and the farm debt has increased 58 percent—all in a 6-year period (source: U. S. News & World Report, May 17, 1957).

One of the solutions of this problem is the prompt development of the natural resources of this great Nation; one of the most important of these is the Alabama-Coosa River Waterway.

The present administration has established a policy that the development of waterways should be accomplished by cooperation between the Federal Government and local interests. This has been or will

be accomplished when the Alabama Power Co. constructs the four dams, heretofore mentioned, on the Coosa River at an expenditure estimated to be approximately $110 million. The final hearing on the issuance of their permanent license is being held this date. The Federal Power Commission, no doubt, will soon give final approval to the application of the power company. The Coosa is the main tributary of the Alabama River and a definite part of the overall development plan.

As previously stated, the industrial activity in the area is expanding. One of the larger steel companies has just expanded their plant and installed the largest electric furnace in the South. Plans are now underway to install the second electric furnace. It is generally known that more soil pipe is manufactured in the basin than in any other similar area. Selma, Ala., has a large magnesium plant locating there and the potential development of the Alabama River influenced the officials in the selection of this site. (Letter on file Coosa-Alabama River Improvement Association.)

Montgomery, the capital city of Alabama, has in the past several years had several new manufacturing plants locate in the metropolitan area. Several of the smaller towns are enjoying industrial expansion.

We would also like to direct your attention to the cost of construction of the authorized projects on the Alabama River. An estimate was made in 1953 by the Corps of Engineers on the cost of construction of the three dams and the necessary dredging, this amounted to $98,775,000. Information recently received from the Corps of Engineers on the same project gives a cost figure of $118,748,000—this is a difference of $19,973,000 or better than a 20 percent increase in cost. Are we going to continue to defer the construction of this badly needed project in view of rising costs?

Gentlemen, time will not permit the submission of additional facts, consequently we direct your attention to the attached letters and resolutions from the Governor of Alabama, the State legislature, and other organizations and individuals endorsing the project and requesting your consideration. We desire to express to each of you our appreciation for the courtesy extended to us and we earnestly request your approval of the $150,000 appropriation for planning and design of the Millers Ferry Dam on the Alabama River.

STATE OF ALABAMA,
GOVERNOR'S OFFICE,
Montgomery, May 14, 1957.

HONORABLE MEMBERS, SUBCOMMITTEE ON PUBLIC WORKS,
House Appropriations, Washington, D. C.

GENTLEMEN: You have kindly extended an invitation to a group of outstanding citizens of Alabama and Georgia to appear before your honorable committee on May 20 to request an appropriation of $150,000 for planning and design of the Millers Ferry multiple-purpose dam located on the Alabama River.

As Governor I have personal knowledge of what it would mean to fully develop this river for navigation and other purposes. In my contacts with industrialists, one of the first questions asked, generally speaking, Is there ample industrial water and are the rivers navigable? Alabama needs additional industry to strengthen its economy and certainly the Nation's economy would be increased by the improvement of this great waterway. This river system is the greatest undeveloped asset in the boundaries of the State. This project has been authorized for more than 12 years and the development should begin now.

Representing the citizens of the State of Alabama and specifically the people in the basin of the Alabama-Coosa River system, I respectfully request that you approve at this session of the 85th Congress the appropriation requested.

Thanking you for your approval, I am

Yours very truly,

JAMES E. FOLSOM, *Governor.*

ALABAMA POWER CO.,
Birmingham, Ala., May 13, 1957.

Mr. ROBERT F. HENRY,
President, Coosa-Alabama River
Improvement Association, Inc., Montgomery, Ala.

DEAR MR. HENRY: It is my understanding that you and the secretary of the Coosa-Alabama Rivers Improvement Association, Mr. George L. Cleere, are to be in Washington soon appearing before one of the committees in behalf of an appropriation for the planning and design of one or more of the dams on the Alabama River.

It is quite important that we look well ahead on the whole subject of the Coosa-Alabama River system. As you know, we hope to have a license soon under which we may begin construction of the first of the Coosa River dams now authorized by Congress. While this program will take a period of at least 10 years, the people of the valley will not realize the full potential of this work until there is navigation all the way from Rome to the Gulf.

Your suggestion for funds to go forward with continued preparation in behalf of the dams on the Alabama River is quite in order as part of the long-range program.

Wishing you every success, I am,

Yours sincerely,

THOMAS W. MARTIN,
Chairman of the Board.

SENATE JOINT RESOLUTION

Whereas the prompt complete development for all purposes of the Coosa-Alabama Rivers from Rome, Ga., to Mobile, Ala., is of inestimable value to the State of Alabama and to the Nation; and,

Whereas the 79th Congress, 1st session, authorized a project on the Alabama River to consist of three dams, said project including the construction of one of said dams at Jones Bluff, Ala.; and,

Whereas an appropriation for advance planning and design of the said Jones Bluff Dam should be made by the present Congress in order to avoid further unnecessary delay in the development of the river; and,

Whereas a further postponement of this development involves a continuing loss to our State and Nation of great proportions: Now therefore, be it

Resolved by the senate (the house of representatives concurring), That the Congress of the United States be requested to go forward with the enactment of legislation leading toward the complete development of the Coosa-Alabama Rivers and that it be memorialized to appropriate immediately sufficient funds necessary for the advance planning and design of the contemplated Jones Bluff Dam; and further, that a copy of this resolution be forwarded to our Senators and Representatives in Congress and that they be urged to sponsor all needed legislation necessary to insure the complete development of the rivers and that they exert every effort to secure, at the present session of Congress, an appropriation for the advance planning and design of the Jones Bluff Dam; and further, that a copy of this resolution be transmitted to the President of the United States.

I hereby certify that the above and foregoing is a true and correct copy of senate joint resolution No. 4 adopted by the senate on May 7, and concurred in by the house of representatives on May 10, 1957.

J. E. SPEIGHT, *Secretary of Senate.*

NOTE.—You will note resolution refers to Jones Bluff Dam; the resolution was sponsored by 14 members of the senate and the majority of this number stated emphatically that the resolution would still have passed had Millers Ferry appeared in the body rather than Jones Bluff. Information received from the Corps of Engineers indicating Millers Ferry Dam would be first in order of construction was received after the resolution was enacted.

NATIONAL RURAL ELECTRIC COOPERATIVE ASSOCIATION

Annual meeting, 1957

RESOLUTION E–11

From: Power and Generation Committee.
Approved by: Resolutions Committee.
Subject: Alabama-Coosa Basin.

Whereas the Congress has heretofore authorized construction of the Millers Ferry and Jones Bluff multipurpose projects in the Alabama-Coosa Basin, these projects having a combined proposed capacity of 144,000 kilowatts; and

Whereas there is an urgent need for electric power which will be produced at these projects, as well as for resulting flood and navigation benefits; and

Whereas construction of these projects has been pending for a number of years, without any funds being provided by the Congress: Now, therefore, be it

Resolved, That we petition the Corps of Engineers, the Bureau of the Budget, and the Congress to take such steps as are necessary to secure an immediate start on both of these desperately needed projects.

Approved.

RESOLUTION

Whereas the development of the Coosa-Alabama Rivers will mean a great deal to the prosperity of the people of the State of Alabama; and

Whereas this development is now being urged by the Coosa-Alabama River Improvement Association, Inc.; and

Whereas such development would make the Coosa-Alabama Rivers navigable from Mobile, Ala., to Rome, Ga., and would also provide flood control, hydroelectric power and recreational facilities for the people of Alabama; and

Whereas such development would be a great incentive for the expansion and location of industry along said rivers; and

Whereas such development would make possible transportation by water to every point on the river system and open up to the inland towns and cities on the rivers, trade and commerce with the world; and

Whereas new industries and payrolls would result therefrom: Now, therefore, be it

Resolved by the Alabama Junior Chamber of Commerce in meeting assembled—

1. That we hereby wholeheartedly endorse the work, objects, and purposes of the Coosa-Alabama River Improvement Association.

2. That we lend our support and efforts toward the complete development of the Coosa-Alabama Rivers for navigation, flood control, hydroelectric power, and the other industrial developments which would result therefrom.

3. That we urge the Federal authorities and the Congress to appropriate necessary funds for the completion of this development and do any and all things necessary for the immediate development of said rivers.

. That we feel it is a vital necessity to the people who live along the river basin, and all people of Alabama, that said rivers be developed to their fullest potential.

5. That the secretary be, and is hereby, directed to forward copies of this resolution to the Members of the United States Congress from Alabama.

Approved at Gadsden, Ala., January 5, 1957.

ALABAMA JUNIOR CHAMBER OF COMMERCE,
BEN BUTLER, *President*.

STATE OF ALABAMA,
Cherokee County:

The following resolution was unanimously adopted at the regular meeting of the Cherokee County Board of Revenue held on May 13, 1957:

Whereas Alabama Power Co. proposes to develop Coosa River; and

Whereas it is necessary that the Federal Government appropriate funds with which to construct locks at each of the proposed dams; and

Whereas the construction of said locks at an early date will provide water transportation from Mobile, Ala., to Rome, Ga., and materially aid in the industrial expansion of Cherokee County, Ala.; and

Whereas it appears necessary to first design and construct a dam at Miller's Ferry, Ala., south of Montgomery, in order to make said river navigable from Mobile to Montgomery, Ala., and the immediate construction of said dam would aid in a more orderly sequence in the development of said river: Now, therefore, be it

Resolved by the Cherokee County Board of Revenue, That Congress be implored and urged to appropriate sufficient funds for the immediate construction of said locks along Coosa River; and be it further

Resolved, That Congress be implored and urged to appropriate sufficient funds immediately for the plans and the design of the Millers Ferry Dam in order to immediately proceed with the proper development of the required facilities to make said river navigable.

Done this 13th day of May 1957.

STATE OF ALABAMA,
Cherokee County:

I, J. A. Shamblin, clerk of the Board of Revenue of Cherokee County, Ala., do hereby certify that the foregoing resolution was unanimously adopted at a regular meeting of said board held on May 13, 1957, and that the same is a true and correct and compared copy thereof, said resolution being recorded in board of revenue minute book No. 6, page 254.

Witness my hand this 13th day of May 1957.

J. A. SHAMBLIN, *Clerk.*

MAY 10, 1957.

Mr. ROBERT F. HENRY,
Coosa-Alabama River Improvement Association,
Montgomery, Ala.

DEAR MR. HENRY: I wish to convey to you and all of the fine people of this section of our great State the interest that the members of the Montgomery County Board of Revenue have in the efforts put forth by you and many others toward the development of the Coosa-Alabama River region. Also I wish to convey to you the full intentions of the members of the Montgomery County Board of Revenue to continue their interest and full support in this great project.

It is our feeling that the development of the Coosa-Alabama River region would do more toward the development and acquisition of new industry in this State than any other possible program.

May I sincerely urge that you call upon us at any time that we might be of service to you and your coworkers.

With every good wish.

Sincerely yours,

W. TOM JONES,
Chairman, Montgomery County Board of Revenue.

RESOLUTION

Whereas the Congress of these United States has authorized the development of the Coosa-Alabama River system; and

Whereas the traffic and economic survey of the Coosa-Alabama River system by the Corps of Engineers, United States Army, is partially completed; and

Whereas this development will mean accelerated acquisition of new industry and spectacular economic benefits to all citizens of the area; and

Whereas the citizens of the area have been deprived of these benefits by the lack of action on the part of Congress: Now, therefore, be it

Resolved, That the Montgomery chapter of the Alabama Society of Professional Engineers urge Congress to appropriate what funds are necessary for planning and design of the Millers Ferry Dam immediately; and be it further

Resolved, That the Montgomery chapter of the Alabama Society of Professional Engineers stands ready to assist in any way the continuation of this development until its complete and entire fulfillment.

Adopted and unanimously passed at the regular monthly meeting of May 10, 1957.

MONTGOMERY CHAPTER, ALABAMA SOCIETY
OF PROFESSIONAL ENGINEERS,
HENRY R. HUDSON, *Secretary.*

RESOLUTION

Whereas many individual members of this association are already contributing members to the Coosa-Alabama River Improvement Association; and

Whereas the future growth and prosperity of the home-building industry in Montgomery, Ala., seems to us to be in direct proportion to the growth and prosperity of our great State of Alabama; and

Whereas we are convinced that the development of the Coosa-Alabama Rivers into a continuous navigable waterway from the Gulf of Mexico to Rome, Ga., would result in the greatest economic boon to the economy of Alabama and Georgia, and consequently to the Nation: Now, therefore, be it

Resolved, That the Montgomery Home Builders Association does hereby endorse, approve, and pledge its support and assistance to the Coosa-Alabama River Improvement Association in its efforts to bring about the development of the Coosa-Alabama Rivers into a continuous navigable inland waterway system from the Gulf of Mexico to Rome, Ga., and further

That the entire membership of the association will be urged to give their individual support, financial and otherwise, to the efforts of the Coosa-Alabama River Improvement Association; and also

That the association will urge Alabama's congressional delegation to support and promote proper legislation in the Congress of the United States to bring about said development.

MONTGOMERY HOME BUILDERS ASSOCIATION,
[SEAL] THOMAS A. MOODY, *President and Chairman of the Board.*
Adopted January 31, 1957.

Mr. CANNON. Congressman Grant.

Mr. GRANT. We have as our next witness our colleague, Congressman Lanham, of Georgia.

Mr. LANHAM. Mr. Chairman, I too appreciate the opportunity of joining my Alabama associates and colleagues in asking you to give us an appropriation of $150,000 to do the planning on this one dam.

The Coosa River rises in my own city of Rome, Ga., right in the heart of the city. Two rivers come together, the Oostanaula and the Etowah to form the Coosa, and that is the portion of this entire program that is in Georgia. Already you have given us money to build a dam at Allatona on the Etowah River, and I must say it has been a boon to all that section of Georgia and especially to my home city because it has prevented floods that used to do a terriffic amount of damage every year.

Mr. CANNON. Has that dam been completed?

Mr. LANHAM. That dam has been completed and the Georgia Power Co. is distributing the current.

Mr. CANNON. That is not directly connected with this system.

Mr. LANHAM. Yes. It is one of the tributaries. It is connected with the system. It was the first dam of the system that was authorized, I believe, in 1945. While I was a member of the Committee on Public Works, my colleagues from Alabama and I got a portion of this authorization deauthorized in order that the Alabama Power Co., which had the money ready and was willing to build the power dams, could do so. We so worded the act that it must be built under the direction of the Army engineers and provision must be made for flood control and for the inclusion of locks in the dam that the Alabama Power Co. would build.

The money that we are asking for is on a dam below Montgomery. These dams to be built by the Alabama Power Co. would be built on the Coosa River above Montgomery. We people in the northwest section of Georgia are tremendously interested in this whole project.

I am happy to join my colleagues in asking you to give us this money. The report has just been made stating that it is economically feasible, the construction of these dams, and the deepening of the channel below Montgomery. The engineers have not completed their study yet on the portion of the river north of Montgomery, but I feel sure that, too, is going to be held feasible.

We got an appropriation, I believe, 3 years ago, for $180,000 to make a traffic survey on the entire system and this interim report is a part of that total survey that has not yet been completed.

Mr. CANNON. Thank you, Congressman Lanham.

Mr. GRANT. Congressman George Andrews, of Alabama.

Mr. ANDREWS. I want to concur in what the gentleman has said about the economic benefits that would come to the State of Alabama by the development of this river system.

Mr. CANNON. This does not include your district?

Mr. ANDREWS. No, sir. We are requesting $150,000 for planning money. If that request is granted, it will be some time before they will need any construction money, so I think that it would be money well spent to get the plans drawn and ready for further construction. This is a very valuable natural resource. It should have been developed years ago. I think the best money we spent in this country has been for the development of our natural resources—the rivers. I thank you.

Mr. GRANT. Congressman Rains.

Mr. CANNON. Does this affect your district?

Mr. RAINS. It goes right through the heart of my hometown. My hometown is on the banks of the Coosa River, Gadsden, Ala. One of the first votes I cast in Congress, when I came here in the 79th Congress, was a vote to authorize the development of this, along with a lot of other rivers.

This river, as the map will show you, is made up by two rivers that rise in Georgia, the Oostanaula and the Etowah. As Mr. Lanham said, many years ago we got an appropriation through which built the dam up at Allatona. This river system flows right through the heart of a very heavy industrial section. The second greatest steel plant in the South is built on the banks of the Coosa River in Gadsden. There is a $100 million expansion going on in the Republic Steel plant today on the expectation there will be water transportation some day.

This is the second greatest river system in the Southeastern States. The flow in this river, it may seem strange to say, is second only to the Tennessee River. This is not a little stream or a branch or a brook, this is a real river.

The Alabama Power Co., under a bill which passed the House with maybe 1 or 2 votes against it deauthorizing the upper reaches of the river, will build 5 dams under the direction of the Corps of Engineers, taking care of flood control, making a 9-foot channel available between the 2 reservoirs, and providing for the installation of locks. All of the cost of the development of that river is to be borne by the power company and not one dollar by the United States. They are holding the final hearing before the Federal Power Commission right while we sit here today to get the construction permit to begin the construction of the first dam near Leesburg in my district. That is not to cost Uncle Sam a penny. In order to open that river to the Gulf of

Mexico, or to Mobile Bay, it is necessary that locks be put in the dams later on, which the power companies are building, and there will be 8 of those all told and the 2 dams, as I understand it, and a navigation dam south of Montgomery as it approaches the mouth at Mobile Bay.

I cannot tell you that the Budget has approved this. Of course, the Budget has not approved it. The Budget is not going to approve any new item. I understand that thoroughly, but I say simply and sincerely that we ought to have the planning money to make the plans for these dams that will be necessary in time to tie into this big construction project that is being done by the power companies. If we do that, a lot of the expense of the construction of these five dams that will be necessary to make it navigable all the way to Rome, Ga., will be borne by private enterprise.

It seems to me that it would be a real fine investment, not only for the people in the immediate basin but for the people generally, because iron ore would be brought up to the steel plants on the river.

The biggest rubber factory in the South is located exactly on the banks of this river, the Goodyear Tire & Rubber Co. It would bring in raw rubber from the far reaches of the country. It would be of material benefit to the development of the whole area, not only the people on the river.

I could talk a long time about this. I hope you find it in your good province to put this small amount of $150,000 in so that the engineers can go forward to make the plans to see what we need to do with it.

Mr. GRANT. Congressman George Huddleston, of Alabama.

Mr. HUDDLESTON. Mr. Chairman and members of the committee, I am George Huddleston of the ninth district. I am not going to impose upon the time of this committee in your busy schedule to go into a lengthy discussion of the project which is before you. Suffice it to say I represent the Birmingham district. Birmingham, which is the hub of Jefferson County, Ala., is located about 30 miles from this river system. My district, which is an industrial district, will harvest untold benefits from the adequate and satisfactory development of the Alabama-Coosa River system. I earnestly solicit the favorable consideration of the committee for this particular request.

Mr. CANNON. Thank you, Congressman Huddleston.

Mr. GRANT. The next witness is our colleague Congressman Roberts, of Alabama.

Mr. ROBERTS. Mr. Chairman, this subject has been pretty well covered. I appreciate the indulgence of the chairman and the members of this subcommittee.

The upper portion of the Coosa River touches 7 of the 8 counties which I have the honor to represent. This will be a tremendous step forward, not only for our section but for the whole Nation.

I have in my district about 20,000 people who make their living in the iron and steel foundries. We are in competition with other areas that have water transportation. As Mr. Rains pointed out, the Republic Steel Co. has one of its biggest furnaces in his home city. I have on the banks of this river at Childersburg the highest speed newsprint machine in the world today. Our whole section lends itself to water transportation. We have on the banks of this river many minerals, many building materials that would be developed. We are losing people in my area. We need this so that the people that live there can make a living at home.

I am not going to belabor the committee further. I would like permission to include my statement in the record at this point.

Mr. CANNON. You may include your statement at this point in the record.

(The statement referred to is as follows:)

STATEMENT OF CONGRESSMAN KENNETH A. ROBERTS

Mr. Chairman, I know of nothing else that has stirred so much enthusiasm in the State of Alabama, and particularly in the Fourth District which I represent, than the prospects of extensive development of the great Coosa-Alabama River Basin. Ever since the Alabama Power Co. announced plans to build a series of dams along the waterway, civic-minded citizens within the Fourth District have rejoiced. We have become even more excited with the growing chances for Federal participation in this project that could result in a navigable 9-foot channel from Rome, Ga., to Mobile, Ala. Our most recent cause for jubliance is the news we have just received from the Office of the Chief of Engineers that a traffic study review indicates that it is "economically justifiable" to authorize complete development of the Coosa-Alabama Rivers from Montgomery southward. We hope, of course, that it will be found equally feasible to authorize development of navigation from Montgomery northward and eastward to Rome, Ga., to fulfill the waterway that we have envisioned.

I do not have to reiterate today what full development of the Alabama-Coosa Rivers would mean to the people of Alabama. It would bring the river basin area adequate hydrolecertic power for industrial purposes, employment for its people, cheap water rate transportation, freedom from floods, and enjoyable recreational areas. And there is a more far-reaching effect than this. The fulfillment of the dreams Alabamians have had for this magnificient river basin would provide a significant contribution to the defense bulwark of our Nation—allowing for the fast, safe, yet inexpensive movement of vital defense elements such as petroleum, chemicals, pulp, building materials, and ore. The Coosa-Alabama River Basin is rich in resources. Cotton processing is an important one; silk and rayon knitting mills are prominent. Paper manufacturing in the basin consumes vast quantities of water, involves a difficult waste problem and requires low cost, dependable bulk transportation to and from the mills. The waters of the Coosa River plus the nearby supply of pulp has aided in the success of the Coosa River Newsprint Co., located near Childersburg. There are some 64 establishments engaged in the manufacture of chemical products, including fertilizer plants, the Childersburg powder works, and cottonseed oil mills.

There are steel and iron mills in the river basin towns of Sylacauga, Gadsden, Anniston, and Rome. The steel mills use Venezuelan iron ore and ore from other foreign countries coming into Alabama through the port of Mobile. These mills deserve the equal and fair chance with the mills presently served by navigable streams. They deserve low-cost water transportation that would be provided by development of navigation on the Coosa-Aabama Waterway. These mills produce critically needed iron and steel products and insuring continuance of their operations is imperative to the economic and defense welfare of the Nation..

The vast Cahaba coalfield of St. Clair, Bibb, and Tuscaloosa Counties produce great amounts of coal which would be made available for wider distribution if these producers had the advantage of reduced transportation rates afforded by river transportation. The same would be true of the great Warrior coalfied lying in the counties of Walker, Blount, Cullman, Winston, Marion, Fayette, and Tuscaloosa.

All this is in the offing for Alabama and the Nation. All now needed is funds sufficient to begin to develop the navigation potential of this great waterway as soon as possible. As I understand it, present programing calls for resuming preconstruction planning and starting construction at the Millers Ferry lock and dam site first; then similar work at the Claiborne site and on channel improvements; and then the Jones Bluff site work. My respectful plea is that you see clear to appropriate $150,000 for plans on the Millers Ferry project, so that steps can be taken to make at least a portion of the Coosa-Alabama Rivers navigable without another year's deay.

Mr. GRANT. Congressman Selden.

Mr. SELDEN. Mr. Chairman, I join with those who have preceded me in urging the committee to include in the appropriation bill now under consideration the sum of $150,000 to be used to plan and design the Millers Ferry multiple-purpose lock and dam to be located on the Alabama River.

As has been pointed out, the Coosa-Alabama River system is one of the greatest undeveloped waterways in the entire United States. Although efforts to develop these rivers began more than a century ago, it was not until 1945 that Congress authorized the development of the Coosa-Alabama Rivers for navigation, flood control, and power.

At the present time, the Alabama Power Co. operates three hydroelectric dams on the Coosa River, built by them prior to 1925. In 1954, the enactment of Public Law 436, of the 83d Congress, granted the Federal Power Commission the necessary authority to issue a permit and license to the Alabama Power Co. to construct four additional dams on the Coosa River for the generation of electric power.

A permit was obtained by the Alabama Power Co. on July 22, 1954, for the construction of these additional dams, and approval of its license now pending before the Power Commission is expected at an early date.

While the 3 present Alabama Power Co. dams and the additional 4 that are to be constructed will greatly reduce the overall cost of developing the Coosa-Alabama Rivers for navigational purposes, these rivers cannot be used as traffic arteries until the Federal Government adds locks to the Coosa River dams and constructs 3 additional locks and dam on the Alabama River.

With this in mind, funds for a traffic survey of the Coosa-Alabama River system were requested during the 1st session of the 84th Congress, and the sum of $180,000 was appropriated for that purpose.

A communication from the Office of the Chief of the United States Corps of Engineers dated May 9, 1957, states that the recently completed survey of the Alabama River below Montgomery indicates that the three authorized structures on that river are economically justified.

Mr. Chairman, the Coosa-Alabama River project has now been authorized for a period of 12 years. Since its authorization in 1945, legislation has been enacted which should reduce substantially the overall cost of the development of these rivers. An up-to-date report by the United States Corps of Engineers indicates that the three structures which must be built on the Alabama River below Montgomery are economically justified. The Corps of Engineers has recommended that the Millers Ferry lock and dam be built first. To plan and design this structure, the sum of $150,000 is needed. I respectfully urge the committee to include this small amount in the bill now under consideration so that the orderly development of this great waterway may proceed.

Mr. CANNON. Thank you, Mr. Selden.

Mr. GRANT. Mr. Chairman, we have one more witness here, the dean of our delegation, our colleague Frank Boykin.

I might say, this project that the funds are being requested for is just out of my district, and in Congressman Boykin's district. Of course, this great tributary system ends up right in Mobile. That gives our good friend Frank Boykin a right to claim all of this, because that is the terminus of this great water system.

Mr. CANNON. I see that they have left the best for the last.

Mr. BOYKIN. Mr. Chairman, it is so good to be here. If this great Alabama River project had been any place else in the world except down home it would have been developed 50 years ago. I think that Albert Rains covered it considerably well. Of course, Albert is running for Governor, and he will be elected if he runs. I would hate to lose him here in the Congress of the United States where Albert Rains has and is doing so much for his district, his State and his Nation.

Mr. CANNON. I join you in that regret.

Mr. BOYKIN. I hope Albert Rains will not run, but if he does I will be for him 1 million percent. I told him that I would get up all the money he needed for the First District in Alabama. However, you do not need to use money in Alabama in politics.

Congressman Cannon, I have been trying to get you and your wonderful wife to come down there. I wish that I could show you this wonderful place. The two rivers come together at the little town of Calvert, Ala., the Alabama River and the Tombigbee. There is no telling what this would mean to this part of the country. I had a man tell me this morning over coffee that when this gets fixed up he is going to build a $60 million plant there. This is the greatest undeveloped project, I think, in this Nation. There is no way to properly describe it unless you could see it.

My time is up. I love and respect every man on the committee. I do want you to look good into this program. Please, sir, hurry and give us this little measly $150,000 that we are spending that much over with Mr. Nasser about every day. It would mean more to more people than anything I know of. We do deeply appreciate anything you do for us.

Mr. CANNON. What is the total estimate of this project?

Mr. BOYKIN. All we are asking for now is to plan the Millers Ferry Dam, $150,000, but the whole project which will come later—and we will be back to see you again if the engineers say it is feasible, and I know it will be feasible—will only cost $118 million. That is what all of the dams would cost. We are not asking for that now. We are asking you to give them this little money so that they can see whether it is feasible or not. We know that it will be.

I thank you very much.

If there are any questions you would like to ask, I know all about the river because I have been working on it all my life. I cut crossties and timber there 40 years ago. It is not navigable but about half the year.

I know if you will look into the good this will do you will give us this small sum.

I thank you very much.

Mr. CANNON. I want to ask you a question that is wholly irrelevant.

(Discussion off the record.)

Mr. BUDGE. I am amazed that this project was not built a long time ago, with such a group of sponsors.

Mr. BOYKIN. It should have been.

Mr. CANNON. We thank you very much.

Mr. GRANT. Thank you so much, Mr. Chairman.

I believe that completes our list of witnesses, unless you or the committee members would like to ask some questions.

MONDAY, MAY 20, 1957.

BEAVER DAM AND GREERS FERRY

WITNESSES

HON. JAMES W. TRIMBLE, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF ARKANSAS

HON. WILBUR D. MILLS, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF ARKANSAS

Mr. CANNON. Congressman Trimble of Arkansas.

Mr. TRIMBLE. Mr. Chairman and members of the committee, before I begin I want to revise and extend my remarks and leave with the reporter a statement in writing which will in more detail give what I am going to say here.

Mr. CANNON. Without objection it will be inserted in the record at this point.

(The statement referred to is as follows:)

Mr. Chairman and members of the subcommittee, I appreciate this opportunity to appear before you today in behalf of the Beaver Dam and Reservoir.

The Beaver Dam and Reservoir is part of the overall flood-control plan for the White River and tributaries, first authorized as part of the overall flood-control plan of the Mississippi River of 1938. Beaver is authorized for flood control, power, and for other purposes.

The report of the Chief of Engineers of February 19, 1954, stated that the annual charges on Beaver were estimated at $1,899,000, and the annual benefits were estimated at $2,099,000, which would make a benefit-cost ratio of 1.1 to 1.

Plans call for installation of 2 generators, each to have a capacity of 32,000 kilowatts. The average annual energy output is estimated at 147 million kilowatt-hours. Annual benefits from power are estimated at $1,716,000. Flood-control benefits from construction of Beaver are estimated at $383,000 annually.

Beaver is upstream from and is an auxiliary project to Bull Shoals, already complete and in operation, and Table Rock, now under construction. Completion of Beaver will enable Table Rock to generate an additional 12 million kilowatt-hours annually, and Bull Shoals an additional 5 million kilowatt-hours, making a total increase of 17 million kilowatt-hours per year at these 2 projects.

In addition to the power and flood control benefits, it is expected other benefits will accrue from the sale of water for municipal and industrial uses. These benefits can be applied against the costs of the project but have not been figured in arriving at the benefit-cost ratio of 1.1 to 1. Only the benefits from flood control and power have been used in arriving at this figure.

The Congress has appropriated $275,000 for planning of the project, and that planning is now underway. We are asking for $250,000 for fiscal year 1958 to continue the planning. This is a fine project, a feasible project, and it has the wholehearted support of my people. They wanted to be here today, but I have discouraged them from coming because I know how busy you men are. I do hope that you will not construe their absence as any lack of interest on their part or my own. I would like to present as part of my testimony the resolutions which have been sent to me by the various organizations in the district

in support of the Beaver Dam. I know of no project which has more unanimous support of the people involved.

It is my earnest hope that you can give us $250,000, which will carry the planning for another year. This will be an investment in the future of this great land of ours.

Mr. TRIMBLE. This is with regard to the Beaver Dam on the upper reaches of the White River. The Bureau of the Budget has asked for $250,000 to continue the planning. The Corps of Engineers will need about $500,000 for the complete planning. In view of the economy wave I hope we can hold the budget request.

This is a project out of the many in which I have been interested in my years on public works, that so far as I know there is no objection to. Labor, agriculture, business, and industry are all for it.

Mr. CANNON. With the Beaver Dam completed, that will complete our grid which includes Table Rock and Bull Shoals and Norfork?

Mr. TRIMBLE. Beaver Dam on the White will add to the Table Rock project 12 million kilowatt-hours.

Mr. CANNON. All of these locations are in Arkansas?

Mr. TRIMBLE. Except for Table Rock in Missouri, that is right. The Greers Ferry about which Mr. Mills will speak is in Arkansas.

STATEMENT OF REPRESENTATIVE WILBUR D. MILLS

Mr. CANNON. We are glad to have Congressman Mills with us. We will be glad to hear from him.

Mr. MILLS. I appear in behalf of the budget request of $1,700,000 for Greers Ferry, which is located in Cleburne County, one of the counties that I have the good fortune to represent in the Congress. It is on a tributary of the White River known as the Little Red River. It is located in the lower part of the White River Basin. At the present time we are concerned over flood conditions that are also existing within the lower part of the White River Basin.

The dams that have been constructed on the main stem of the White, and on the Black River up in your State of Missouri—you will recall the Clearwater Dam—have done a great deal to reduce the height of the water in the White River Basin. In the lower part of the basin where we get water from the Little Red River we still have need, as we have had over the years, for greater protection.

This project on the Little Red River, according to the Corps of Engineers, is an integral part of the overall program of confining the White River and its tributaries so as to give maximum benefit in the White River Basin, including the lower area.

Now as you know, the Congress last year appropriated $750,000 to complete the planning and to begin construction of the project.

We were fortunate that the Bureau of the Budget saw fit to include $1,700,000 in the January budget. It has been my understanding in talking to representatives of the Corps of Engineers that they could use $2 million or $2,500,000. I do not know what they requested of the budget, but I want to make this point with you, Mr. Chairman, that undoubtedly the Bureau of the Budget has already used the ax on this project request before it was ever submitted to the Congress.

I think the amount that is asked by the budget, small as it is, represents the minimum requirements of the Corps of Engineers for the coming fiscal year, and I do hope that the committee will look with favor upon this request from the budget.

I know that you are interested in economy, just as I am interested in economy. I do not know what your program will be, but I hope that it may be possible for your committee to decide that this does represent the minimum needs and that it should not be further reduced by the Congress.

I appreciate this opportunity of appearing before you. I could have had a number of witnesses here from home. I told them that this item was included in the budget, and I did not deem it advisable for them to make the trip and to take the time of the committee in behalf of something already in the budget. They are going to be greatly disappointed if Mr. Trimble and I cannot represent them in this particular instance. I know that you will give very careful consideration to it as we desire you to do.

Mr. CANNON. Thank you.

Congressman Trimble, do you desire to say anything further?

Mr. TRIMBLE. Part of my district is interested in this, and, like Mr. Mills, I was down home during the recess and 50 people wanted to come up on the Beaver project, and I discouraged them because it takes their time and it takes yours.

I have some resolutions that I would like to have made a part of the record at this point.

Mr. CANNON. Without objection, they will be made a part of the record at this point.

(The resolutions referred to are as follows:)

RESOLUTION

Whereas the Lions Club of Rogers, Ark., has for many years supported and approved the construction of Beaver Dam in the White River Basin of northwest Arkansas; and

Whereas there still exists a vital need for the construction of this project in order to further and protect the control of floodwaters, the generation of electric power and the conservation of our natural resources; and

Whereas the past 5 years of drought have graphically brought home to our people the grave threat of such drought to their economic and physical welfare and to their survival: Now, therefore, be it

Resolved by the Lions Club of Rogers, Arkansas, That the Congress of the United States and its appropriate committees be respectfully urged to make

immediately available such funds as are necessary to continue the steps requisite to completion of said Beaver Dam.

Approved this 24th day of April 1957.

WILLIAM L. MILLER, Jr.,
President, Rogers Lions Club.

Attest:

JIM MARTS,
Secretary, Rogers Lions Club.

Witness our hands in approval of the foregoing resolution this 24th day of April 1957 at Rogers, Ark.:

M. L. Jack Gray, Stewart M. Wilson, Milton B. Brown, Robert J. Moser, R. Eugene Hulsy, Chas. Gundlach, Vernon West, Jr., Pete Carpenter, Bill D. Brown, Larry Eoff, Greer Lingle, D. F. Huston, Ivan Rose, Jack Garner, Tommy Wright, M. A. Bunyard, Edward R. Rand, C. D. Church, Dean Bull, Harold Roberts, Ronald Jefferson, Cecil G. Cobb, Jim Maits, J. F. Van Meter, James T. McDonald, Charles O. Hall, C. H. Anderson, N. L. Hailey, E. F. Mackey, Virgil A. Foster, Fred Godard, Harley Moser, Ben Whitaker, Paul B. Watkins, Harold Summers, Duane F. Bull, Jr., Rex Watkins, Claude W. Williams, Jr., Pete E. A. Bland, Willis Clark, Jr., Bob Bundy, Leslie Williams, Henry Morgan, James T. Shelton, Max Owens, Jim Crandall, Bob Bland, Dr. Harry M. White, William L. Miller, Jr., C. A. Pierce, Cecil Miller, Jack Kirby, J. Frank Smith, Jr.

APRIL 26, 1957.

MR. MICHAEL J. KIRWAN,
Chairman, Subcommittee for Civil Functions,
Appropriations, Committee, House of Representatives,
Washington, D. C.

RESOLUTION

Whereas the Congress of the United States, some years ago, inaugurated a program for the construction of multiple-purpose dams on the White River in Arkansas and Missouri; and

Whereas Congress, in the furtherance of its program, has completed the construction of the Norfolk and Bull Shoals Dams on the White River; and the Table Rock Dam is nearing completion; and

Whereas Congress has authorized the building of Beaver Dam as the final unit in the system of dams and reservoirs for the control of the White River drainage area, and for the past 2 years has appropriated funds for the planning and engineering phases of the Beaver Dam; and

Whereas Beaver Dam is most urgently needed for the complete development of the White River area and to complete the functions of the dams already completed or under construction: Now, therefore, be it

Resolved by the Kiwanis Club, in Rogers, Ark., in regular meeting assembled this 26th day of April 1957, Does hereby respectfully petition and urge the Congress of the United States to immediately appropriate funds to complete the engineering work on Beaver Dam and to cover the initial phases of actual construction work on Beaver Dam.

KIWANIS CLUB OF ROGERS, ARK.,
By D. A. MCDONALD, *President.*
By T. F. MCMAHON, *Secretary.*

EUREKA SPRINGS ROTARY CLUB,
Eureka Springs, Ark., April 29, 1957.

Representative MIKE KIRWAN,
Chairman, House Subcommittee for Civil Functions,
House of Representatives, Washington, D. C.

RESOLUTION

Whereas the construction of Beaver Dam on White River is vital from the standpoint of water and soil conservation, flood control, hydroelectric power, and recreation; and

Whereas the construction of this dam is of the utmost importance to the economy of this area: Be it

Resolved by the Rotary Club of Eureka, Ark., That your committee is urged to recommend funds for the completion of planning, and initiation of actual construction of Beaver Dam during the calendar year 1958.

ARTHUR L. NICHOLS, Jr., *President.*

ALTRUSA CLUB, *Fayetteville, Ark., April 29, 1957.*

Congressman MIKE KIRWAN,
Chairman, House Subcommittee for Civil Functions,
Washington, D. C.

DEAR CONGRESSMAN KIRWAN: The Fayetteville Altrusa Club, together with other civic organizations, respectfully urges the importance of the Beaver Dam project.

We understand that funds need to be made available at this time for planning and initial construction of the dam. You know, of course, the reasons why the dam is needed but we should like to point out that the present extremely rainy season emphasizes even more than usual the need for flood control. This dam is strategically located to accomplish this purpose and we believe that its construction is necessary for conservation of natural resources, if for no other reason. Besides flood control, however, the irrigation possibilities it would provide are a big factor. Further, this area is a definite recreation center and is constantly growing in that field of national interest, and the construction of Beaver Dam would add immensely to the facilities for recreation in this region.

We urge that everything possible be done to provide the necessary funds for this undertaking.

Sincerely yours,

FAYETTEVILLE ALTRUSA CLUB.
SUZANNE CHALFONT LIGHTON,
Secretary.

FAYETTEVILLE, ARK., CHAMBER OF COMMERCE,
April 20, 1957.

Congressman JAMES TRIMBLE,
House of Representatives, Washington, D. C.

DEAR JIM: The board of directors of the chamber of commerce has asked me to write to you and request that you call the attention of the Civil Functions Committee headed by Congressman Mike Kirwan, the fact that Beaver Dam is most important to northwest Arkansas and request this committee to push the appropriation of sufficient funds for planning the dam and the initiation of its construction.

Beaver Dam and the lake it creates will do a great deal to bolster the economy of the whole of northwestern Arkansas through the additional revenue which would come to this area as a result of the recreational activities.

In addition this dam represents an important link in the flood-control steps which are being taken on the White River. It will also add greatly to the area through the production of hydroelectric power and in many instances be beneficial through irrigation.

Sincerely,

WESLEY J. GORDON, *Manager.*

CITY OF ROGERS,
Rogers, Ark., May 3, 1957.

RESOLUTION

Whereas we, the mayor and City Council of the City of Rogers, Ark., are concerned with the economic stability and general welfare of this city and the surrounding area, and are cognizant of the problems which result from alternating floods and droughts in the White River watershed; and

Whereas the seriousness of these problems were recognized by the United States Army Corps of Engineers, who developed the solution through a series of dams and reservoirs; and

Whereas the Congress of the United States has approved and reapproved such plans by authorizing construction of various dams included in the comprehensive

plan of the United States engineers and by appropriating funds necessary for their construction; and

Whereas all of the dams and reservoirs included in the comprehensive White River plan have either been completed and are in operation, or are under construction (except Beaver Dam); and

Whereas the construction of Beaver Dam is vital to the operation of the other dams already constructed, and is an important unit in the comprehensive plan; and

Whereas the Congress of the United States has previously recognized the importance and urgency of Beaver Dam by authorizing its construction and by heretofore appropriating funds for planning and engineering work on it: Now, therefore, be it

Resolved by the mayor and City Council of Rogers, Ark., in regular meeting this 3d day of May 1957, That the Congress be urged to appropriate at this time sufficient funds to complete the remaining engineering work necessary for Beaver Dam, also funds to initiate preliminary construction work; and that copies of this resolution be sent to the Appropriations Committees of the House of Representatives and of the United States Senate.

Respectfully submitted.

Harold Roberts, Mayor, W. E. Bland, City Clerk, W. B. Kennan, Jr., James H. Creech, W. R. Jackson, W. C. Woodard, Harley Moser, D. A. McDonald, Frank J. Strode, Craig Jackson.

To SUBCOMMITTEE FOR CIVIL FUNCTIONS, APPROPRIATIONS COMMITTEE,
House of Representatives, Washington, D. C.

BENEVOLENT AND PROTECTIVE ORDER OF ELKS,
EUREKA SPRINGS LODGE NO. 1042,
Eureka Springs, Ark., May 2, 1957.

To Representative MICHAEL KIRWAN,
Chairman, Subcommittee, Civil Functions, Washington, D. C.:

The membership of the Benevolent and Protective Order of Elks Lodge No. 1042, respectfully submits for your consideration the following:

RESOLUTION

Whereas the Congress of the United States has repeatedly recognized the problems of flood control and the need for additional electric power in the White River area, by approving the construction of and appropriating funds for the construction of Norfolk, Bull Shoals, and Table Rock Dams, and the approval of construction and initial appropriation of additional planning money, for Beaver Dam, the last and vital link in the White River Basin: Now, therefore, be it

Resolved, That the Benevolent and Protective Order of Elks Lodge No. 1042 wishes to express its confidence in your committee's allowing the appropriation of additional planning money, as outlined in the 1957–58 budget and that funds to start initial construction be appropriated in 1958.

LAWRENCE THURMAN, *Exalted Ruler.*
LLOYD R. FLORA, *Secretary.*

EUREKA SPRINGS CHAMBER OF COMMERCE,
Eureka Springs, Ark., April 27, 1957.

To Representative MICHAEL KIRWAN,
Chairman, Subcommittee for Civil Functions, Washington, D. C.:

The membership of the Chamber of Commerce of Eureka Springs, Ark., respectfully submits for your consideration the following:

"RESOLUTION

"Whereas the Congress of the United States has repeatedly recognized the problems of flood control and the need for additional electric power in the White River area, by approving the construction of and appropriating funds for the construction of Norfolk, Bull Shoals, and Table Rock Dams, and the approval of construction and initial appropriation of planning money for Beaver Dam, the last and vital link in the White River basin: Now, therefore, be it

"*Resolved*, That the Eureka Springs Chamber of Commerce wishes to express its confidence in your committee's allowing the appropriation of additional planning money, as outlined in the 1957–58 budget and that funds to start initial construction be appropriated in 1958.

"EUREKA CHAMBER OF COMMERCE,
"CHARLES B. BREEMAN, *President*.
"C. C. KING, *Chairman, Beaver Dam Committee*."

CHAMBER OF COMMERCE,
Rogers, Ark., April 26, 1957.

Hon. MICHAEL J. KIRWAN,
Subcommittee for Civil Functions, Appropriations Committee,
House of Representatives, Washington, D. C.

DEAR MR. KIRWAN: The following resolution adopted by the board of directors of Rogers Chamber of Commerce is respectfully submitted for your consideration:

"RESOLUTION

"Whereas after years of study, the United States Army engineers developed a comprehensive, integrated plan for prevention of disastrous floods in the White River watershed, plus the development of needed electric power, through a series of dams and reservoirs on White River; and

"Whereas the Congress of the United States has evidenced its concern over these problems of flood control and electric power development in the White River area, with the result that Bull Shoals Dam and Norfork Dam have been completed and are in operation, and Table Rock Dam is nearing completion; and

"Whereas the United States Army engineers' integrated plan also includes an additional dam at Beaver, Ark., upstream from the above mentioned dams; and Congress has preciously adopted legislation authorizing Beaver Dam, and appropriated funds for detailed planning and engineering work in connection with Beaver Dam; and

"Whereas the imperative need for construction of Beaver Dam, in order to provide flood protection for the dams further down the White River, and in turn to provide water for power generation at those dams in periods of dry weather, warrants completion of engineering work and the beginning of actual construction of Beaver Dam at the earliest possible date: Now, therefore, be it

"*Resolved*, That the Rogers Chamber of Commerce respectfully urges that the Appropriations Committee of the House of Representatives approve appropriation of funds necessary for completion of engineering work and the initial phases of actual construction, and actively work for such appropriation at this session of the Congress.

"ROGERS CHAMBER OF COMMERCE.
"G. DON THOMPSON, *President*.
"NOLE BOULWARE, *Manager*."

ROGERS, ARK., *April 26, 1957.*

Mr. MICHAEL J. KIRWAN,
Chairman, Subcommittee for Civil Functions,
Appropriations Committee,
House of Representatives, Washington, D. C.

DEAR MR. KIRWAN: A meeting of the board of directors of the Beaver Dam Association, held in Rogers, Ark., on April 23, 1957, was attended by 30 members, representing the towns of Bentonville, Rogers, Springdale, Fayetteville, Huntsville, Eureka Springs, and Berryville. The following resolution was unanimously adopted and is respectfully submitted for your consideration:

RESOLUTION

Whereas it was realized many years ago that a series of dams and reservoirs were needed in the White River watershed to provide flood protection and power development; and the United States Army engineers developed a comprehensive plan, calling for dams to be located at Lake Norfork, Bull Shoals Lake, Table Rock Lake, and Beaver Lake; and

Whereas in pursuance of such plans, (1) the dams at Lake Norfork and Bull Shoals have already been completed and are in operation, (2) the Table Rock

Dam is now nearing completion, (3) a major portion of the planning and engineering work for Beaver Dam has been done; and

Whereas the value of the other dams on White River for flood control and power development depends to a great degree upon the completion of Beaver Dam: Now, therefore, be it

Resolved, That the Congress of the United States be urged to expedite as much as possible the construction of Beaver Dam and that, at this time, funds should be appropriated for completion of engineering work and the initiation of construction of Beaver Dam.

Respectfully submitted.

BEAVER DAM ASSOCIATION,
EARL A. HARRIS, *President.*
CHARLES DECKER, *Secretary.*

WM. M. BATJER POST NO. 100,
THE AMERICAN LEGION,
ROGERS, ARK., *April 26, 1957.*

MR. MICHAEL J. KIRWAN,
Chairman, Subcommittee for Civil Functions,
Appropriations Committee,
House of Representatives, Washington, D. C.

RESOLUTION

Be it resolved, by the Wm. M. Batjer Post No. 100, of the American Legion, Rogers, Ark., That we as a veterans' group do hereby think it proper and appropriate that the Congress of the United States should, without delay, appropriate money sufficient to institute immediate construction of Beaver Dam, in northwest Arkansas.

CLAUDE C. BAILEY, *Commander.*

ROGERS INDUSTRIAL DEVELOPMENT CORP.,
ROGERS, ARK., *April 26, 1957.*

MR. MICHAEL J. KIRWAN,
Chairman, Subcommittee for Civil Functions,
Appropriations Committee,
House of Representatives, Washington, D. C.

RESOLUTION

Whereas Rogers Industrial Development Corp. is a publicly owned, nonprofit corporation, organized to encourage and promote the agricultural and industrial development of this area; and

Whereas the urgent need of this area is the early construction of Beaver Dam on the White River, as the final project of an integrated program to provide flood control, power development, etc., throughout the White River area through a series of dams and lakes; and,

Whereas all of the other dams provided for in this integrated system have either been completed or are nearing completion and there remains only the construction of Beaver Dam to complete this integrated system: Now, therefore, be it

Resolved, That the Rogers Industrial Development Corp. respectfully urges the Appropriations Committee of the House of Representatives to approve the appropriation of funds necessary to complete the final engineering work on Beaver Dam and to provide some funds for the beginning of actual construction. We further urge that this committee press for approval of such appropriation by the House of Representatives.

ROGERS INDUSTRIAL DEVELOPMENT CORP.,
WALTER JACOBS, *President.*
GENE E. HARRIS, *Secretary-Treasurer.*

Hon. MICHAEL J. KIRWAN,
Chairman, Subcommittee on Civil Functions,
Appropriations Committee,
House of Representatives, Washington, D. C.

DEAR MR. KIRWAN: The following resolution was adopted by the Rotary Club of Rogers, Ark., at its regular meeting on April 30, 1957; and is respectfully submitted for your consideration:

RESOLUTION

Whereas the United States Army engineers have developed plans for flood control and needed power development in the White River area of northern Arkansas and southern Missouri through a series of dams and reservoirs; and

Whereas in pursuance of such plans, the Congress of the United States has authorized such dams and reservoirs and has over a period of years appropriated funds for construction of them; and

Whereas, all of the dams and reservoirs provided in such plan—except Beaver Dam—have either been completed and are now in operation, or are nearing completion; and much of the planning and engineering work on Beaver Dam has been accomplished; and

Whereas not only the value and effectiveness of the dams and reservoirs already completed or under construction depend upon early construction of Beaver Dam, but also such construction is vital to the welfare and economy of this entire area: Now, therefore, be it

Resolved by the Rotary Club of Rogers, Ark., That the Congress of the United States be requested and urged to appropriate immediately sufficient funds for the completion of remaining engineering work needed for Beaver Dam, and for initial phases of actual construction work on Beaver Dam.

ROTARY CLUB OF ROGERS, ARK.,
By JOE BILL HACKLER, *President.*
EARL WETZEL, *Secretary.*

Mr. CANNON. As long as you have Congressman Trimble with you you are a long way toward approval.

Mr. MILLS. We appreciate that.

MONDAY, MAY 20, 1957.

EAGLE GORGE DAM AND SHILSHOLE BREAKWATER

WITNESSES

GEORGE E. THOMAS, SEATTLE CHAMBER OF COMMERCE
HON. THOR C. TOLLEFSON, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF WASHINGTON
HON. THOMAS M. PELLY, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF WASHINGTON

Mr. CANNON. We are pleased to have with us at this time Mr. George E. Thomas, who desires to appear in behalf of Eagle Gorge Dam, and the Shilshole breakwater.

Mr. Thomas, we shall be glad to hear from you at this time.

Mr. THOMAS. Thank you, Mr. Chairman, and gentlemen.

Mr. Chairman, I know it is getting late. I have a prepared statement here, and attached to it is a statement in behalf of 1 of the 2 projects on which I want to testify and with your permission I would like to submit it for the record.

Mr. CANNON. We will insert your prepared statement at this point. (The statement referred to follows:)

STATEMENT BY GEORGE E. THOMAS, ASSISTANT GENERAL MANAGER, SEATTLE CHAMBER OF COMMERCE, IN BEHALF OF EAGLE GORGE DAM AND SHILSHOLE BREAKWATER PROJECT, MAY 20, 1957

Mr. Chairman and gentlemen, my name is George E. Thomas and I am the assistant general manager of the Seattle Chamber of Commerce in charge of its Washington, D. C., office.

The organization which I represent appreciates very much this opportunity to testify before you gentlemen in support of two continuing Army Corps of Engineer projects in our area, Shilshole breakwater at Seattle, and the Eagle Gorge Dam on the Green River in the State of Washington. Both projects are under construction and my appearance here is to support additional adequate appropriations to permit orderly and economic completion of these two important improvements.

I would like to address myself first to the Shilshole breakwater project, located at the western end of the Lake Washington ship canal. This canal is a Government-operated waterway connecting Puget Sound with Lake Union and Lake Washington in the city of Seattle. The two lakes mentioned are bodies of fresh water lying within the boundaries of the city of Seattle, and providing moorage for vessels and boats of all kinds and descriptions. On the two lakes and the canal are located several United States Government installations, including Coast Guard, United States Coast and Geodetic Survey, Sand Point Naval Air Station, and several large plants doing contract work for the Government, such as the Renton division of the Boeing Airplane Co. and the Pacific Car & Foundry Co. The need for the breakwater has been evident to residents of our area for many years. It will provide moorage for hundreds of fishing boats and other craft at the outboard end of the Lake Washington ship canal, relieving congestion on the waterway.

Under the terms of this project, the Port of Seattle Commission is the local sponsor. In addition to the Federal construction of the breakwater, the port is providing land and will construct the moorage required to make this a completed facility. The port is spending approximately $1.5 million as its contribution to this improvement. Funds budgeted this year for Shilshole Bay breakwater in the amount of $1,780,000 will complete its construction. We hope sincerely the committee can look favorably on the requested appropriation.

Eagle Gorge Dam is a flood-control structure designed to alleviate recurring floods in the fertile Green-Duwamish Valley to the south of Seattle. Green River is a relatively short stream which descends rapidly from the western slopes of the Cascade Mountains and then levels out on to a flat plain before emptying into Puget Sound at Elliott Bay, which constitutes the Seattle Harbor.

The valley of the Green River is highly productive, consists mainly of small truck farms, and some dairy farms. In past years sudden floods have engulfed as much as 22,000 acres of the valley, an area comprising slightly more than half of the valley's farmlands.

In the past 2 years Congress has appropriated $7,300,000 in construction funds for this project, while the State of Washington and King County, in addition have made a joint cash contribution of $2 million toward the cost of the dam. Its construction is scheduled for completion in June 1960.

I would like to bring to the attention of the committee what the local interests in our area have done, and are doing, to supplement the Federal expenditure for Eagle Gorge Dam. In addition to the $2 million in local funds contributed to the cost of the dam itself, the people of Seattle and King County will spend within the next 6 years an estimated $18 million in local funds to straighten, deepen, and widen the lower channel of the river and to increase its navigability. By act of the State legislature, which met earlier this year, the Port of Seattle Commission was authorized to levy special millage against the residents of King County which, it is estimated, will raise $2 million per year for the next 6 years, all of the money earmarked for further development of the lower river valley. The port contemplates an additional expenditure of between $5 million and $6 million of its own money, raised from other revenue sources. We have been advised recently that the port will ask the State legislature to extend beyond the present 6-year limit the right to levy the special millage, and that in the final analysis the local contribution toward this overall improvement probably will

exceed dollar for dollar that portion of the dam cost to be paid by the United States Government.

It is our earnest hope that this committee and the Congress will maintain the program of construction on Eagle Gorge Reservoir at a level which will not delay completion of the dam, and which will not deter local efforts to improve the lower river channel.

We appreciate the problems of economy and spending which face the Congress, but feel any postponement in completing this project will inevitably result in greater ultimate cost to the taxpayers.

I would like to submit for the record a statement in support of the Eagle Gorge project from Col. Howard A. Hanson, chairman of a special committee organized many years ago by local interests in support of the dam. Colonel Hanson is unable to be here for the hearings and has asked that this material be included in your considerations.

Thank you again, Mr. Chairman, for this opportunity to appear.

STATEMENT BY HOWARD A. HANSON, SEATTLE, WASH., ON EAGLE GORGE PROJECT

Mr. Chairman and gentlemen of the committee, thank you for the privilege of submitting this statement for the record. I am chairman of the special committee for the local interests for the Eagle Gorge Dam project. The committee is composed of representatives of the State of Washington, King County, the port of Seattle, the city of Seattle, the Seattle Chamber of Commerce, the city of Tacoma, and the four transcontinental railroads in the flood plain of Green River. Since its organization in 1948, the special committee has been in close touch with the project.

The authorization act was approved May 17, 1950. Planning work has been done. Construction was started in fiscal 1956 with a Federal appropriation of $1 million. The required local contribution of $2 million was paid to the Government in 1955. $6.3 million was appropriated for fiscal 1957.

PRESENT STATUS

Pursuant to arrangements with the Army engineers, the city of Tacoma has built its McMillan storage reservoir, which will facilitate protection of that city's water supply from its Green River intake during construction of the dam above the intake.

Work is under contract and scheduled for completion not later than December 1958 for relocation of 14.8 miles of Northern Pacific Railroad, including 3 railroad bridges, and for relocation of high-voltage electric transmission lines and communication facilities.

Rockfill for the dam structure can begin as soon as the railroad is operating on the new line, when the danger of floods in the winter of 1958–59 is over. The main fill in the dam structure is scheduled for construction during the flood-free period of 1959, thus avoiding flood damage to the structure during construction. The dam will be essentially completed by November 1959 and will prevent flood damage and loss in the winter of 1959–60. Effective storage is planned for November 1959.

Bids for the dam will be received on May 2, 1957, with final completion of the project June 1960. Estimated cost of the dam structure with its facilities is $7 million. Of this, $1.15 million is scheduled for start of construction on the intake channel, outlet works, and stilling basin in fiscal 1958.

Other scheduled project accomplishments such as real-estate actions, initiation of reservoir clearing and incidental construction will require further funds in fiscal year 1958.

It is essential that the construction schedule be maintained and that adequate funds therefore be provided in fiscal 1958.

The earliest possible completion of this project is not only of utmost importance to the local area but also the most economical in view of increasing prices.

IMPORTANCE OF THE PROJECT

The Eagle Gorge project is the most critically needed flood-control project in the State of Washington. On its merits it has passed every critical test from the time of its authorization. Its high priority has increased year by year. It has passed the planning period and construction is well underway.

At the Senate subcommittee hearing, the Army engineers, in the justification submitted for fiscal 1957, page 1747, stated:

"Completion of Eagle George Reservoir project at the earliest date possible is essential to secure protection of the lower Green River Valley from floods. * * * Through control of floods of this area, Eagle Gorge project offers a significant and positive contribution to the Nation's defense potential and economic well-being * * *. Local interests stress the scarcity and early need for additional industrial sites for the Seattle area. To this end, and in anticipation of early completion of Eagle Gorge Reservoir, local interests are actively planning to undertake considerable work downstream from the dam in the Duwamish Valley and in the Green River Valley below Auburn."

Under a 1955 legislative enactment, the port of Seattle has assumed responsibility for a major industrial and port development project for the valley, when the flood menace is removed. The 1957 legislature has passed legislation to clarify the port's powers and duties in this matter. The cost of that project, apart from other State, county, and municipal costs related thereto, is estimated by the port at $20 million. This operation is dependent on, and supplemental to, the Eagle Gorge project.

CONCLUSION

In view of the vital importance of the Eagle Gorge project, the time schedule imposed by the relocation work and winter flood periods, and the great need for the port development project, we urgently request that the Congress for fiscal 1958 appropriate sufficient funds for the Eagle Gorge project.

I thank you.

Mr. THOMAS. Mr. Chairman, my name is George E. Thomas, and I am the assistant general manager of the Seattle Chamber of Commerce in charge of its Washington, D. C., office.

My appearance here today is in behalf of two continuing Army engineering projects in our area, both of which are under construction.

One of these is the Shilshole Bay breakwater at Seattle at the western end of the Government-operated Lake Washington ship canal.

The breakwater received an initial construction allocation in the current fiscal year. The budget allows additional funds in the amount of $1,780,000, being considered in this bill, and which will complete the construction of that project.

The total cost of the project is $2.2 million. I would like to bring to the attention of the committee that in addition to the Federal money in the amount of $2.2 million, local interests—the Port of Seattle Commission, specifically—are spending $2.5 million on moorage and other facilities in connection with this project. Therefore, the local expenditure on this project is greater than the Federal cost.

Mr. Chairman, I only want to deal briefly with these two projects. The other project is the Eagle Gorge Dam on the Green River, south of Seattle, also under construction, and for which slightly less than $8 million has been appropriated up to date.

The budgeted item for the 1958 fiscal year is $8 million. This flood-control project, which will alleviate recurring difficulties on a short but very tempestuous stream to the south of Seattle, also has the benefit of $2 million in locally contributed funds, $1.5 million of which were voted by the State legislature, and $500,000 appropriated by King County.

In this instance, again, I would like to point out to the committee that local interests are spending an estimated $18 million, in addition to the $2 million dam construction contribution, during the next 6 years to develop and control the lower waterway.

The Green River flows into Seattle Harbor, but its principal floods are on the upper reaches where the lands are practically all very pro-

ductive dairy farms and truck gardens. The State legislature, in session this year, authorized the Port of Seattle Commission to undertake the development of the lower river area, and gave permission to the port district to raise $12 million, or approximately that amount by special taxes, in the next 6 years. The port also plans to spend between $5 million and $6 million of funds obtained from other sources during that period of time.

So, the $23 million cost to the Federal Government of this project is virtually matched by the local expenditures in the completion of this important improvement.

I do not want to take any further time, Mr. Chairman.

Thank you very much for this opportunity to appear before you.

Mr. CANNON. All right. We appreciate your statement.

Mr. KIRWAN (acting chairman). We shall now be glad to hear from our colleague, the Honorable Thor C. Tollefson of the State of Washington.

STATEMENT OF REPRESENTATIVE THOMAS M. PELLY

Mr. TOLLEFSON. Mr. Chairman, knowing of the committee's desires and efforts to keep Federal expenditures to a minimum, I hesitate to appear before it and request funds but I feel justified in doing so on behalf of the Eagle Gorge flood-control project, which has just been mentioned by the gentleman preceding me, Mr. Thomas.

Eagle Gorge is located in my congressional district, and I am fully familiar with the damage that the floods have done to that area. As Mr. Thomas has stated, the Federal Government to date has appropriated better than $7 million toward the project. The budget request is for an additional $8 million.

I trust that the committee will give full consideration to the $8 million request, because we believe that that amount of money represents the minimum amount required to keep up the present level of work.

The people who are living in the area are constantly living under the guns, so to speak. The river could overflow at any time, depending on weather conditions, and we would have a repetition of the previous floods with the attendant damage.

Mr. Thomas mentioned the local contribution, and I do not wish to go into it except to reemphasize again the fact that the amount of money that the Federal Government appropriates will, in the final analysis, be matched by local funds. I trust you will give the full budget figure your best consideration. Thank you very much.

Mr. KIRWAN. Thank you, Congressman, for your appearance before the committee.

We shall next hear from our colleague, the Honorable Thomas M. Pelly.

STATEMENT OF REPRESENTATIVE THOMAS M. PELLY

Mr. PELLY. Mr. Chairman, first let me thank you for permission to appear in support of these two budgeted items, the Shilshole breakwater appropriation, and also the Eagle Gorge Dam, which is in the congressional district of my colleague, Mr. Tollefson, to the south of Seattle. My district includes Seattle, and we are putting up the major share of the local money for both projects.

I think, in view of the fact that the details have been given by the other two witnesses, I will simply offer to answer any questions which you may have, and thank you, gentlemen, for your consideration of this request.

Mr. KIRWAN. Thank you, Congressman, for your appearance here today.

MONDAY, MAY 20, 1957.

PROJECTS IN THE STATE OF WASHINGTON

WITNESS

HON. HAL HOLMES, A REPRESENTATIVE IN CONGRESS FROM THE FOURTH DISTRICT OF THE STATE OF WASHINGTON

Mr. KIRWAN. We are now privileged to hear from our colleague, the Honorable Hal Holmes, of the State of Washington.

Mr. HOLMES. Mr. Chairman and members of the committee, thank you very much for the opportunity of appearing before you in relation to projects and their appropriations for the fiscal year 1958 of vital importance to eastern Washington and the Fourth Congressional District.

There are two categories of projects that come under the jurisdiction of this committee, in which I am very much interested: First, those projects attached to the Department of Interior, under whose jurisdiction their construction and development is proceeding; and second, projects under the Department of the Army, Corps of Engineers, under the rivers and harbors development of the Nation.

In my estimation, the budget requests for these projects are of minimum amount necessary to carry on, and in some projects the requests are not sufficient to keep them on schedule. I shall review shortly each project, outlining its needs, its purpose, and its necessity in relation to our area.

Representing the heaviest federalized congressional district in the United States, necessarily there will be many projects, both in the irrigation and reclamation categories, Bonneville Power Administration, flood control, and rivers and harbors. This area of eastern Washington is one of the heaviest developed and potentially one of the greatest areas in America for these projects. That is why so many of them are either in the district, or directly connected, or partly located in the district. The people of our area are very much aware of the importance of these projects. They assume the scale of national importance because of their scope and size and potential.

Practically all of the projects referred to in the following testimony are under construction, and it would be completely unwise to walk off and leave the tremendous capital investment already involved to deteriorate.

COLUMBIA BASIN PROJECT

In the first category of projects, those under the jurisdiction of the Bureau of Reclamation, I would like to bring to your attention the following:

The budget recommendation for the Columbia Basin project is $13,850,000. As this committee is well aware, the Columbia Basin project is located in central Washington and is the result of a huge investment made by the Federal Government. The justification reports have been given you by the Department of Interior.

This money will provide for the continuation of planning of additional units of the pumping plant, the second barrel of the Bacon siphon and the east high canal irrigation area. The settler assistance program and purchase of necessary operating equipment will be continued.

In the west canal irrigation area, work on the lateral systems in blocks 77, 79, and 85 will be completed, as well as the Evergreen and Frenchman Springs pumping plants. Contracts will be awarded and construction started in block 82.

In the east low canal irrigation area, there will be additional contract awards for lateral systems and water delivery for additional acres and completion of facilities serving 12,000 acres in block 46.

Construction on the Wahluke siphon of the Potholes irrigation area will be in progress for the entire year, as well as work on the Esquatzel diversion canal.

I urge the committee to give every consideration and grant this appropriation as recommended by the budget for the continuation of the Columbia Basin project.

Under the Columbia Basin project there is also included in the budget $4,389,600 for operation and maintenance of the project. These are extremely important moneys and are necessary to carry on good handling of the project. I urge the committee to adopt the budget request for the operation and maintenance of the Columbia Basin project.

YAKIMA PROJECT, ROZA DIVISION

The budget has recommended $697,000 for the fiscal year 1958. This sum will provide for the completion of the power facilities of the Roza project, and the construction of drainage facilities will be continued. This project is practically completed in its overall construction program. These additional drainage facilities being worked out on the Roza division in cooperation with adjoining irrigation districts are of extreme importance to the vital work on the project. I urge the committee to grant the budget request.

YAKIMA PROJECT, KENNEWICK DIVISION

The budget program for fiscal year 1958 recommends $303,000 for the Kennewick division of the Yakima project. This is the last division of the Yakima project to be developed from water resources of the Yakima River. As of June 30, 1957, it will be approximately 98 percent complete. The $303,000 will provide for the completion of this division of the Yakima project, and will include completion of the drainage programs, improvements to the river channel for fish, fish protection during the periods of low flow, and the installation of protective wildlife fencing along the main canal. I urge the committee to adopt the budget request.

YAKIMA PROJECT

For the Yakima project, which is located in south central Washington on the eastern slope of the Cascades, there is provided in the budget $652,400 for operation and maintenance. Of this sum, the obligation program will be financed by appropriated funds amounting to $113,700, with the remaining $538,700 advanced by the water users. I urge the committee to report favorably on these moneys and allow the budget request.

REHABILITATION AND BETTERMENT OF EXISTING PROJECTS

For the rehabilitation and betterment of existing projects, the budget for fiscal year 1958 recommends $3,603,000. In this sum is an allowance of $150,000 for the Sunnyside division of the Yakima project. This division is located in south central Washington.

Because of drainage difficulties that have been encountered on both the Roza and Sunnyside divisions, the Bureau made an investigation of the problem and developed a program of corrective measures. The $150,000 program on the Sunnyside division will provide for the initiation of construction of proper drainage on its portion of the drainage program. I urge the adoption of this budget recommendation.

GENERAL INVESTIGATION MONEYS

In this category we have Bureau of Reclamation general investigations. The budget request of $5,932,000 should be granted by the committee, and my interest is involved in this overall national sum because of matters of importance to my own congressional district; namely, investigations of the Plymouth division of the McNary project, a study of the possibility of developing additional acreage adjacent to the Kennewick division of the Yakima project, and the rehabilitation of some structures on the Kittitas division of the Yakima project in the Kittitas Valley. I urge the committee to allow the budget request.

ICE HARBOR LOCK AND DAM

In the category of those projects under the jurisdiction of the Army Engineers, I first would like to discuss the Ice Harbor lock and dam. The budget provides $18,500,000 for this project for the coming fiscal year.

Permit me to point out that this project is well underway, moving along under construction, and is proceeding faster than was expected by the Army Engineers. It is economically feasible to carry this project, and we surely cannot delay construction in relation to it. It is my understanding that the Army Engineers can economically use approximately $25 million for the fiscal year 1958 in the construction of the Ice Harbor lock and dam. I urge the committee's favorable consideration of the $25 million.

Along with this, in relation to the development of the Snake River, the budget has allowed $200,000 for the planning of the lower Monumental lock and dam. If this amount were stepped up to $930,000 it would be a more economical approach to the planning, not only of the lower Monumental lock and dam but of subsequent construction, in-

cluding reservoir construction, in relation to the development of the lower Snake River.

I urge the committee's favorable consideration of these moneys.

THE DALLES DAM

The budget recommendation for fiscal year 1958 for the Dalles Dam is $19 million. These moneys will be used to continue the construction that will bring this project to about 85 percent completion. The justification reports in relation to this dam have many times been given to this committee, and they are familiar with the details attached thereto. It is my hope that the budget minimum request of $19 million will be granted.

JOHN DAY DAM

There were no moneys contained in the budget for fiscal year 1958 for the John Day Dam. Up to date approximately $2 million have been appropriated for the planning of this project. The preconstruction planning will be complete by the end of this fiscal year, at which time the project will be ready for construction.

The John Day Dam would constitute a unit in the comprehensive development plan of the Columbia River, with its provisions for navigation, flood control and power generation, and the passage of migratory fish. The dam will provide for approximately 77 miles of slackwater navigation from the head of the Dalles Dam pool. I urge the committee to appropriate $8 million to get this dam under construction.

COLFAX-PALOUSE RIVER

For the fiscal year 1958, the budget has recommended $136,000 for planning for this project. The project will provide protection for the city of Colfax, an important local trade, grain storage, and shipping center situated in the Palouse area, which is noted for the production of peas, wheat, and other grains.

Concrete flood walls constructed by local interests at more critical locations have proven inadequate in the floods that have occurred. A recurrence of some of these floods under present conditions would result in estimated damage of about $1,800,000. I am hopeful that the committee will allow the budget request for planning moneys.

CHANNEL IMPROVEMENT, COLUMBIA RIVER

Another very important matter to the Pacific Northwest is a 27-foot channel, 300 feet wide, from Vancouver, Wash., to The Dalles, Oreg. This was authorized in House Document 94 of the 74th Congress.

With the exception of 1 or 2 spots in the river, the first step in the channel improvement of the Columbia River has been completed. The construction of the 27-foot channel, 300 feet wide, from Bonneville, Oreg., to The Dalles, Oreg., is necessary. It is my understanding that approximately $2,500,000 can be used effectively during the fiscal year 1958 by the Corps of Engineers for the completion of this channel. I urge that consideration be given these moneys by the committee.

DAYTON FLOOD CONTROL PROJECT

This project is located in southeastern Washington and is designed for effective flood protection of the city of Dayton, Wash., and the surrounding area in which the Army engineers are very much interested. There are no funds presently in the budget to work on the preconstruction planning phase of this project. The project is vital to an extremely important area in the Fourth Congressional District, and I am advised that $646,000 could work out the preconstruction planning which is so badly needed. I definitely request the committee to give every consideration to the granting of this money.

BONNEVILLE POWER ADMINISTRATION

The budget request for Bonneville Power Administration for fiscal year 1958 is $30,800,000 for construction, and $8,630,000 for operation and maintenance. The construction program will provide the necessary facilities to transmit and deliver power to the load centers from the Federal generating plants. These moneys will provide the increased transformation and transmission capacity to Bonneville's wholesale customers—REA cooperatives, public utility districts and privately owned power companies—to actually furnish electric service to the consumers. Facilities included in the construction request for my district amount to some $4,700,000, of which approximately $2,800,000 is scheduled for the initiation of new facilities, including major additions to the Government's high voltage grid and for extensions of service lines.

As the committee surely realizes, about two-thirds of the land in the Columbia Basin project is located in Grant County, a part of my congressional district. With the continuing development of land, there is a proportionate increase in the electric load. Increased population, new small industries and associated services, all have a tremendous impact on the area, and these moneys are necessary to provide the necessary facilities.

I therefore urge the committee to adopt the budget request for construction funds for Bonneville Power Administration, and also the request for operation and maintenance funds which are essential to the continued safe and adequate operation of the Federal grid.

ICE HARBOR DAM

It has been brought to my attention that construction on the Ice Harbor Dam will cease on May 24. This is an important project in my district.

There has been directed to the chairman of the Appropriations Committee a communication by Assistant Secretary of the Army, the Honorable Dewey Short, asking permission of the chairman of the Appropriations Committee, Mr. Cannon, and I am sure that the matter will be referred to this committee, that the Army engineers be permitted to transfer funds within their own funds to the amount of $1,500,000 to continue on Ice Harbor Dam to the end of this fiscal year.

Mr. BUDGE. May I ask a question there?

Mr. KIRWAN. Yes, sir.

Mr. BUDGE. Mr. Holmes, I noticed a newspaper release the other day to the effect that the Corps of Engineers just within the last 10 days had transferred $935,000 to this project.

Mr. HOLMES. $925,000; yes, sir.

Mr. BUDGE. This amount to which you are referring is in addition to the amount already transferred?

Mr. HOLMES. In addition to that amount; already transferred yes, and within the funds that the Army Corps of Engineers has.

This is an extremely important matter and is necessary to keep construction work underway until the end of this fiscal year, and I sincerely hope your committee will grant the necessary authorization for transfer of these funds, and I urge your every consideration of the Assistant Secretary of the Army's request.

Mr. KIRWAN. Very well, Congressman. You have made a very fine statement.

Mr. HOLMES. Thank you so much, Mr. Chairman, for the privilege of appearing before your committee.

Mr. KIRWAN. Thank you for coming.

PROJECTS IN STATE OF WASHINGTON

STATEMENT OF REPRESENTATIVE MACK

Mr. RABAUT. The committee is in receipt of a statement from Representative Russell V. Mack, of Washington, which will be made a part of the record at this point:

STATEMENT OF REPRESENTATIVE RUSSELL V. MACK, OF WASHINGTON

Mr. Chairman and gentlemen of the committee, I am grateful to you for providing me this opportunity of discussing with you proposed appropriations for public works projects in my Washington State Congressional District. They are of great interest to the development of my district.

All of the projects on which I am testifying have been approved by the budget. All of them now are under construction and all need additional funds for completion.

These projects are:

BONNEVILLE POWER LINE NO. 2 FROM OLYMPIA TO ABERDEEN

This line is more than half completed. The Congress in 1955 provided $100,000 to start this line and in 1956 provided $504,000. In short, $604,000 has already been provided and nearly all of it spent. The budget has recommended that this additional money be provided this year.

The additional power which this line will make available is urgently needed in the area. The Weyerhaeuser Timber Co. has recently completed a $25 million new pulp mill adjacent to Aberdeen which, through its own operation and due to the many new families of employees brought into the area, has greatly stepped up the power demand. Completion of this power line is urgently needed and is justified by the fact that more than 50 percent of the cost of the line already has been provided and spent.

WESTHAVEN BREAKWATER C

The Congress last year provided $61,000 to start work on this breakwater, and $291,000 additional funds are required to complete this breakwater. The budget has recommended this $291,000 be provided this year.

At the time of authorization the port of Grays Harbor agreed that if the Federal Government would built this breakwater that it, the port of Grays Harbor, would expend $250,000 building a fishing-boat haven behind this breakwater for the accommodation of commercial fishing boats.

The port of Grays Harbor in keeping with its pledge to Congress to spend $250,000 as soon as the breakwater is completed already has this $250,000 on hand lying idle awaiting the time the breakwater is completed and the port district can start work on its part of the project. It would be unfair to compel the port of Grays Harbor to keep this $250,000 long idle which would be the case if the $291,000 recommended by budget were not provided this year to complete this breakwater.

Westhaven is one of the principal commercial fishing ports on the Pacific coast and does an enormous business in handling deep sea catches of salmon, crab, tuna, bottom fish, and shrimp as well as a large sport fishing activity.

POINT CHEHALIS OUTER SEA BREAKWATER

Some years ago the Federal Government built two jetties off the ocean shores of this area to aid navigation. The new jetties set in action new currents that began to destroy the shoreline at Point Chehalis. Behind this shoreline a Federal Coast Guard station and important fishing facilities are situated. To provide protection for these installations Congress authorized the expenditure of $1,730,000 for the building of an outer harbor breakwater and protective groins. Congress, to date, has appropriated $1,270,000 for this project. In the budget the United States Army engineers have recommended that an additional $125,000 be provided this year to carry out additional necessary protective works. This small item should be approved.

BAKERS BAY (ILWACO)

Ilwaco, located on Bakers Bay, is a prosperous and important fishing port on the lower Columbia, only a short distance inside the river's mouth. The United States Army engineers and Budget Bureau approved authorization of a $601,000 project at this point to assure safe navigation for the large commercial fishing fleet, for which Bakers Bay is the base. Last year Congress appropriated $70,000 for this project and work on it has been started and this money spent. An additional $531,000 is required to complete this necessary and worthwhile project.

WILLAPA RIVER AND HARBOR AND NASELLE RIVER

Willapa Harbor is one of the four principal harbors on the Washington coastline, the others being the Columbia River, Puget Sound, and Grays Harbor. The two principal towns on Willapa Harbor are Raymond and South Bend which have large lumber, plywood, oyster and general fishing businesses. Cargo ships navigating Willapa Harbor to carry away lumber and plywood freight are large and growing larger, and deepening of certain sections of the Willapa Harbor Channel are urgently needed.

Congress appropriated $160,000 last year to start the Willapa Harbor navigation projects and the Army engineers have requested $555,000 for the coming year to carry on this very necessary project. Unless this work is completed quickly the Willapa Harbor area will suffer from a reduction of shipping facilities.

MONDAY, MAY 20, 1957.

UPPER COLORADO RIVER STORAGE PROJECTS

WITNESS

HON. KEITH THOMSON, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF WYOMING

Mr. KIRWAN. We shall now be glad to hear from our friend and colleague, Congressman Thomson of Wyoming.

Mr. THOMSON. Mr. Chairman and members of the committee, I thank you for this privilege of appearing before the committee. Time does not permit covering in detail each project in which the

State of Wyoming, that I have the honor to represent, is interested.

I am one of those who believe that the proposed expenditures for the coming fiscal year should be substantially reduced. My voting record will show my support for this position. I congratulate the members of the Appropriations Committee for their work in this respect to date. In making reductions, though, I think that not only the members of this committee but all of the members of the House have a very grave responsibility to see that adequate provision is made for the proper and necessary functions of government. As I see it, if we are to discharge this responsibility and to still make the necessary cuts, then each individual member must very carefully scrutinize the expenditures affecting his particular district, with which he is therefore most familiar, and assist this committee by his recommendations. I think that I have an obligation to recommend to this committee where reductions could be made in appropriations that directly affect the area that I represent.

After carefully and conscientiously reviewing the situation, I believe that the proposed expenditure of $500,000 in the current year to commence construction of the Shosone extension unit can be deferred, and would so recommend to this committee. This will result in a substantial reduction in the proposed budget expenditures as it affects the State of Wyoming. After careful study, though, I am convinced that the remainder of the requests in the budget for projects affecting Wyoming must be approved in full if this committee and the Congress is to provide for a minimum necessary program.

A substantial portion of that remaining expenditure within the State of Wyoming has to do with maintenance and rehabilitation work on existing projects. To cut down on this would be uneconomic, both as concerns the individuals on the project and the Government. The proposed work is necessary.

I would like to specifically mention the Owl Creek project near Thermopolis, Wyo. This is a particularly necessary project and one on which I believe some confusion exists. I do not believe that the benefit-cost information submitted realistically appraises the importance of this project. In the first place, the construction of this project was delayed and spread out over many years, resulting in a reappraisal of higher costs, but not a corresponding reappraisal of the greater benefits. Furthermore, under the Bureau system of accounting, this delay in construction has had the effect of accumulating overhead expenses for regional and higher offices. It is my understanding that the $3,756,300 total cost of this project includes $800,000 of indirect costs thus charged to the project. Also of particular importance is the fact that this is all supplemental water. In computing benefits an average is used, assuming that a percentage of normal water supply will produce the same percentage of normal crop. Recent years, when no crop has been produced, have shown how inaccurate this calculation can be. The economy of a two-county area was seriously and adversely affected.

This is a most necessary project. It is a good project. This is further proven by the fact that of all the Missouri Basin projects, the irrigator pays a greater share of the cost on this one than on any other. In other words, there is less assistance from power than on any other Missouri Basin project. The final contract that has been let is for

less than the engineers' estimate. The full request of $1,100,000 should be granted to permit completion of construction of this small project.

I also particularly want to cover the recommendations for appropriations for the upper Colorado River projects. Without reviewing the argument made for authorization, these projects are essential to the future development of the upper basin States, if we are to live up to our commitments to the lower basin under the compact. Congress was a party to that compact, with the understanding that this development was necessary and would go forward at the proper time. That time is now, and any delay would be a catastrophe to the States involved and to the Federal Government. As a matter of fact, after a very careful study of this situation, I am convinced that more money should be appropriated for this than has been requested. Certainly no cuts should be made in the request. The $25,142,000 requested will not provide for any new construction starts or construction of any of the participating irrigating projects. It merely provides for a continuation of construction of the revenue-producing storage projects, and almost all of the funds being appropriated are repayable in full with interest. The funds will provide for a minimum program on Glen Canyon, Flaming Gorge, and Navajo Dams, all of which are important. Under the construction schedule submitted by the Bureau, it is still going to be 1963 before Flaming Gorge Dam would be completed and a couple of years later when the Glen Canyon Dam would be finished.

It is particularly important that work on the Flaming Gorge Dam and on the Glen Canyon Dam go forward simultaneously. If such is done, Flaming Gorge, being the smaller dam, will be completed first. Its power revenues would then start coming in to retire the obligation to the Government. Furthermore, since it is upstream, it can be storing water which can be released to Glen Canyon Dam, thereby speeding up the time when Glen Canyon itself will be producing revenue. Most important of all is the fact that it will commence storing water on a reasonable basis, thus assuring protection of the rights of the upper basin States and a full water supply to the lower basin States, as per the terms of the compact.

To assure this logical development, I would ask that the committee make it clear, either in the report or in the bill, as to the division of appropriations between the various projects on the basis of the budget requests and the justifications made before this committee by the Department. For a minimum program, it is absolutely necessary that the budget request of $4,800,000 be earmarked for the Flaming Gorge Dam.

It had been hoped that plans would be complete so that construction could be considered this year on the Seedskadee project in the State of Wyoming, and other participating projects. The funds requested to complete this advance planning and for other advance planning should be granted so as to permit an orderly construction program.

I am confident that the committee will allow the necessary funds for other projects within the State, which will either provide for the completion or near completion of these projects. These include Glendo Dam, Fremont Canyon, the Hanover Bluff project and the Eden project.

In discussing the budget, some people would seem to have us believe that the domestic public works program is the cause of our budget

difficulties. I emphasize to the committee that the total amount recommended for reclamation in fiscal 1958 accounts for less than one-fourth of 1 percent of the total budget.

I have tried to realistically and honestly appraise the recommendations within our area. I have tried to discharge my responsibility in recommending where cuts can be made. I am confident that the committee will discharge its responsibility by seeing that these other funds which are necessary and essential are made available.

This committee is also considering so-called flood-control projects, or the Corps of Engineers program. In this entire program, there is only one small project in the State of Wyoming for which funds are being requested. That is the Goose Creek project at Sheridan, Wyo. Last week I appeared before you with Senator O'Mahoney when two of our distinguished citizens from Sheridan, Mr. Lonabaugh and Mr. Johnson, testified on the request for funds for this project. I am not going to repeat what was then said, but I again urge that the $200,000 requested be approved. This will complete planning and provide about $93,700 to initiate construction.

I appreciate this opportunity to appear before the committee, and I would be very pleased to attempt to answer any questions that the members of the committee may have concerning any projects located wholly or partly within the State of Wyoming.

Thank you very much, gentlemen.

Mr. KIRWAN. Thank you, Congressman, for your appearance before the committee in behalf of these projects.

MONDAY, MAY 20, 1957.

UPPER COLORADO RIVER STORAGE PROJECTS

WITNESS

HON. WILLIAM A. DAWSON, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF UTAH

Mr. KIRWAN. We shall now be glad to hear from our colleague, Congressman Dawson.

Mr. DAWSON. Mr. Chairman, I appreciate the opportunity of appearing before you today on behalf of appropriations to permit the continued orderly construction of the greatest single reclamation project ever authorized by Congress.

I know, Mr. Chairman, that you have spent the past several weeks hearing Members of Congress and other public officials and private individuals testify on the importance of individual projects to the Nation; projects that coincidentally happen also to be located in their districts.

They have made good cases for their projects, I am sure, and I don't envy you gentlemen who are faced with the task of recommending which projects should be expedited, which should be started and which delayed. I know of no committee in Congress which has a more difficult task than yours.

The upper Colorado storage project differs from many of the projects you gentlemen are considering in several respects.

In the first place, 99 percent of its estimated $760 million authorized cost is repayable to the Government by the project's direct benefac-

tors—the water and power users in the four-State upper basin area. Interest also is charged against the users by the Government on $515 million of the total expenditure.

What is even more important, however, is a relatively new financial feature of this project. The law authorizing its construction provides that interest shall be paid on funds advanced by the Goverment during the construction period. This latter requirement is a reimbursement feature not usually present in most reclamation authorizations. And of course, no such interest repayment guarantee is ever provided in flood-control projects which the Federal Government builds on a nonreimbursable basis.

That the project is sound economically is borne out by the fact that it can carry the additional burden of interest payment during construction. This burden, however, must not be increased by unnecessary delays during construction. It is vitally important that all features of the project be constructed and put into operation as rapidly as is consistent with orderly development. Otherwise, compound interest charges during construction will increase interest repayments to a point where the entire feasibility of the project is in danger.

There is an obligation, as I see it, on Congress to see that the construction periods on the projects are not stretched out thus burdening the people in the area with interest repayment obligations that should not have to be borne.

Congress last session recognized this feature of the project and as a result provided funds to permit construction as rapidly as possible. You will recall that the House Appropriations Committee originally recommended slightly over $3 million to begin Glen Canyon and Flaming Gorge Dams. The leadership of the committee—on the basis of later information—agreed that this amount was insufficient and accepted an amendment on the floor of the House increasing appropriations to $6 million.

In the Senate, after further testimony from the Department, the appropriation was increased to $13 million and this figure was accepted by the House.

These funds have all been obligated and the States involved have obligated millions of additional dollars in road funds preparing for the large-scale construction to come at Flaming Gorge and Glen Canyon Dam sites. Meanwhile, the Department of the Treasury has notified the Department of the Interior that the interest rate to be charged on the interest-bearing portion of moneys already expended must be set at 2⅞ percent. The Department of Interior has not as yet determined what proportion of the $13 million already appropriated will carry interest. But, assuming that it is comparable to that estimated for the entire cost of the project, some $8 million already advanced will require repayment with interest. This adds approximately $200,000 annually to the repayment cost in interest alone.

For the coming fiscal year, the President has requested an appropriation of slightly over $25 million. Since this request was submitted, however, bids have been let on the prime contract for Glen Canyon Dam. The low bid was submitted by the reputable firm of Merrit-Chapman & Scott of New York. The total contract price is $107.9 million—$27.6 million under engineer's estimates.

The contractor at Glen Canyon estimates that during the coming fiscal year his earnings will be approximately $8.5 million. This is

$4.1 million more than is anticipated in the $25-million budget request. The fund requirements for other construction at Glen Canyon will be $16.8-million, nearly $4 million more than budget requests.

In addition, roads and preliminary work at Flaming Gorge damsite is nearing completion. In order that the funds already spent on this project be protected and construction continue in an orderly fashion, an appropriation of at least $7 million is required.

The request by the President for this project was greeted with dismay in some sections of my State. In the first place, no funds were requested to start any of the participating projects—the projects that will permit our people to put the water of the Colorado to use. Two of these projects—the Vernal unit in Utah and Paonia unit in Colorado are ready to go.

Despite considerable pressure from my people at home, I do not at this time intend to ask for funds to start construction on these two projects. I do, however, think that this committee and Congress has an obligation to the people to see that the projects already undertaken—Glen Canyon and Flaming Gorge—are adequately provided for. The alternative to adequate appropriations is the piling up of interest charges against the project which the people in the area are committed to repay.

Therefore, I feel that as a justifiable minimum, this appropriation should be increased to $32.8 million. This amount will permit orderly continuation of work already underway at Glen Canyon and Flaming Gorge with adequate funds to complete all preliminary construction work at Navaho dam site.

We are committed to repay all of these costs to the Federal Treasury. We must not be penalized by a Government-ordered delay which, by compounding interest due, unduly and unfairly increases the overall obligation of the project's beneficiaries.

Mr. Chairman, I agree with Congressman Thomson in regard to the earmarking of funds for the upper Colorado and I am certainly thankful, Mr. Chairman, that you had the opportunity to go out there and see firsthand the extent of this great project. It is the largest single reclamation project ever authorized by Congress, and I cannot urge the committee too strongly to continue the funds necessary for the construction of these key dams.

Mr. KIRWAN. Thank you very much, Congressman, for your statement.

We shall now stand in recess until 2 o'clock this afternoon.

MONDAY, MAY 20, 1957.

WHITLOW RANCH DAM AND UPPER COLORADO STORAGE PROJECT

WITNESS

HON. JOHN J. RHODES, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF ARIZONA

Mr. RABAUT. The committee will come to order.

We have Congressman Rhodes of Arizona. What is the project to which you are addressing yourself?

Mr. RHODES. Two, the Whitlow Ranch Dam and the upper Colorado storage project.

Mr. RABAUT. We are pleased to hear from you at this time.

Mr. RHODES. Thank you very much.

Mr. Chairman, first I would like to address myself to the Whitlow Ranch Dam. This is a project in the budget and on which advance planning and engineering money had been voted in the last year. The request now is for $147,000 of adance planning and engineering money, which it is felt will be the last money needed for that particular purpose before the construction funds are requested.

This is a dam which is flood control in nature. I might say that Queen Creek, which rises in the Superstition Mountains, is 364 days out of the year a dry stream but that last day it is liable to rampage and has rampaged and done a considerable amount of damage. In 1954 the flood of Queen Creek caused damage estimated at $2 million.

The area protected would be some 84,000 acres of which 59,000 acres are under cultivation. Also the Southern Pacific Railroad runs right through that area.

I think the most important interest of the Government involved in this particular project is the fact that Williams Air Force Base is also right in the flood plain of Queen Creek. In the 1954 flood I am told that the water came within 2 inches of going over the dikes of Williams Air Force Base. I might say had that happened, there would have been a great amount of damage to airplanes and equipment which did not occur. I was stationed at Williams Air Force Base during the war, and I remember at least three times during the period 1941 to 1945 when I had to wade to work because of the rampaging Queen Creek.

I do not know how you care to handle this. If anybody wants to ask me questions on this project, I would yield now and proceed later on the other project.

Mr. RABAUT. You are just justifying the budget?

Mr. RHODES. That is correct.

Mr. RABAUT. You may have permission to revise and extend your remarks.

You want now to talk on the upper Colorado storage project?

Mr. RHODES. Yes.

Mr. RABAUT. Proceed.

Mr. RHODES. Of course, there has been money already voted for this project. The Glen Canyon Dam, which is the keystone of the project, is within the State of Arizona. The State of Arizona is much interested in seeing the work project go apace, as fast as it possibly can.

We feel that this project is necessary for the development of the upper basin States and also it is important to our State. We feel that this particular dam will result in the control of the river for the lower basin and also it will result in a great amount of power being available which is needed in the Western part of the United States.

We hope that the committee will see fit to go ahead and vote the funds which are in the budget for Glen Canyon Dam.

I thank you, Mr. Chairman, for hearing me.

Mr. RABAUT. Thank you very much.

MONDAY, MAY 20, 1957.

MIDDLE RIO GRANDE

WITNESSES

HON. JOHN J. DEMPSEY, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF NEW MEXICO
HON. JOSEPH M. MONTOYA, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF NEW MEXICO
JOHN PATRICK MURPHY, EXECUTIVE SECRETARY, MIDDLE RIO GRANDE FLOOD CONTROL ASSOCIATION
HUBERT BALL, CHIEF ENGINEER, MIDDLE RIO GRANDE CONSERVANCY DISTRICT

Mr. RABAUT. We will now hear from Congressman Dempsey on the Middle Rio Grande.

Mr. DEMPSEY. Mr. Chairman, I have two men with me. I suggest that you hear first from Mr. Murphy.

Mr. RABAUT. Very well.

STATEMENT OF JOHN P. MURPHY

Mr. MURPHY. Mr. Chairman and members of the committee, my name is John Patrick Murphy and I am executive secretary of the Middle Rio Grande Flood Control Association. I have been authorized by the board of directors of this association to appear on behalf of the membership and present their views in support of our middle Rio Grande project in New Mexico as authorized in the Flood Control Acts of 1948 and 1950, Public Law 858, 80th Congress, and Public Law 516, 81st Congress, respectively.

The Bureau of Reclamation, with the approval of the Budget Bureau, has submitted a request for funds for fiscal year 1958 in the amount of $3,758,000 for continuation of the rehabilitation work on this project.

This amount is earmarked for the purposes of (1) completion of channelization work in the Espanola Valley; completion of the Socorro channelization; construction of 3 miles of low-flow channel in the San Marcial Lake area; and for investigations and design of the balance of the channelization work; (2) for clearing, cleaning, and replacing structures in 48 miles of laterals in the Belen area; and for preparation of designs and acquisition of rights-of-way for future lateral rehabilitation scheduled for completion in fiscal year 1960; (3) construction of the 2.5 mile North Reach extension-Atrisco Feeder Canal, and construction of 12 miles of maintenance roads; and preparation of designs and acquisition of rights-of-way for additional canal work scheduled for completion in fiscal year 1959; and (4) rehabilitation of Angostura diversion works, Cochiti diversion dam, and to complete the rehabilitation of El Vado Dam.

We respectfully beg of this committee not to cut this amount in any way, because, it is at best merely a bare minimum. The work of restoring the agricultural facilities of this important area can no longer be postponed without serious deterioration of the valley's ability to support its established economy and its tremendously increasing population.

During the past 6 years of the rehabilitation program, the United States Geological Survey, placed the salvage in precious water at 223,700 acre-feet. When the Socorro channelization is completed, they estimate the annual water savings to be increased by 50,000 acre-feet, and an adidtional 10,000 acre-feet will be saved after river channel improvement work is extended upstream through the Belen, Albuquerque, and Cochiti Divisions. Most of this salvaged water will continue to be channeled through into Elephant Butte Reservoir where it is sorely needed.

In dollar value, on the basis of a minimum of $35 per acre-foot, they evaluate the savings thus far as work over $7,800,000 to the lower valley of New Mexico and Texas. Therefore, it must be realized and appreciated, that during this critical period of drought and water shortage, the people in our valley are disturbed and worried over the length of time it is taking to complete this essential and urgently needed project of rehabiliation.

Now, I would like to discuss the Army engineers flood control phase of this coordinated project. The Army engineers have requested $2,450,000 for fiscal year 1958 with which to continue construction of Abiquiu Dam. This amount has been recommended by the Budget Bureau, and again, we ask this committee not to cut this amount because it truly is a bare minimum. They have the trained personnel with which to carry out a much greater schedule of desperately needed work.

Mr. Chairman and members of the committee, we are terribly disturbed and worried over the fact that the Washington office of the Army engineers apparently failed to include $50,000 planning money for the continuation of the authorized program of levee protection and channel rectification in the Rio Grande Floodway between Cochiti and the Rio Puerco for fiscal year 1958.

This particular phase of the Rio Grande project is superimposed over the works of the present Middle Rio Grande Conservancy District.

And, ever since construction was first initiated, our association has been working closely with the Albuquerque offices of the conservancy district, the Army engineers and the Bureau of Reclamation, and thus we are cognizant of the fact that the corps and the Bureau have coordinated in developing a plan for channel rectification work that conforms to the intent and purposes as authorized.

All of the Bureau's authorized work on channelization and river rectification in the Middle Rio Grande project is programed for completion by the end of fiscal year 1960. Successful completion of the channelization work is, of course, dependent upon concurrent construction of work to be accomplished by the Corps of Engineers. It is essential that the two programs be carried on simultaneously because either program by itself will not be completely effective and, if the programs are not coordinated, duplication of work and increased costs would result. This is a joint undertaking of the corps and the Bureau, but we do not understand why the corps failed to request funds with which to continue this work through fiscal year 1958.

Maybe certain restrictions were imposed on the Washington office, or reevaluation by that office lowered our priority status through lack of having all the essential facts from the Albuquerque district engineer's office. But whatever the reason, we do know that continuation

of this work definitely is contemplated by the corps; however, it is feared by local taxpayers in the middle valley—whom we represent—that the corps have not properly considered the timing with reference to the required coordinated efforts of the Bureau of Reclamation.

The condition of the channel of the Rio Grande from Cochiti to the Rio Puerco is known by nearly every citizen living along the river. They know that the channel is unstable and may swiftly shift from one side to another within less than 1 day. Constant patrolling of the levees is necessary when the flow reaches 5,000 cubic feet per second. When a flow of 10,000 cubic feet per second is reached active flood fighting is necessary in many places, and failure due to undercutting becomes imminent. When the flow reached 20,000 cubic feet per second, failures are almost certain to occur and the situation becomes very dangerous.

To illustrate this point the following tabulation is a record of the number of flood fights and levee failures which have occurred in the past, compiled from the records and personal knowledge of the employees of the Middle Rio Grande Conservancy District, Indian Service, and other Federal agencies:

Flood	Peak discharge Otowi	Days flow exceeded 500 cubic feet per second	Number of failures	Number of places requiring emergency flood fighting
1944 (spring)	10,400	29	1	7
1945 (spring)	10,400	29	None	17
1949 (spring)	10,700	22	None	13
1948 (spring)	12,400	28	2	10
1942 (spring)	16,400	70	2	50
1941 (spring)	22,500	66	25	80

The records show further, that since 1937 the Army engineers have spent $2 million on emergency levee work with local taxpayers contributing a like sum, but as this type of work is merely stopgap, we still have the weakened levees with us.

During the years of prolonged drought the river channel has further deteriorated in many places. Salt cedars and other water-loving plants are reducing channel capacity in these areas and increasing the danger of levee scour. A considerable amount of work has been done by the local people and the Corps of Engineers under emergency authorities at some of these places. However, the need of an overall program of levee protection and channel rectification in this reach of the river is readily apparent. Such a program need not involve extensive rehabilitation of the existing levees which can await the results of the proposed study to determine the feasibility of additional flood-control dams.

The people of the Rio Grande Valley are well aware of the threat of floods at the present time. They have lived with the threat of floods for over 300 years. They are aware of the great improvement and reduction in frequency of damaging floods which will take place after the presently authorized flood-control dams are completed. They are also aware of the need for additional flood-control dams.

However, until these dams can be authorized and constructed, damaging floods can still occur. Further, even with maximum control of

floods by dams a program of channel rectification and levee protection will still be required for reservoir releases and uncontrolled flash floods. No sense of false security will result if the program of channel improvement, Cochiti to the Rio Puerco, is effected.

It is not believed that protection of the existing levee system should be delayed pending resolution of the problem which will be involved in securing additional flood reservoirs on the Rio Grande.

This 85-mile reach of the river between Cochiti and the Rio Puerco is contained within the works of the Middle Rio Grande Conservancy District. Therefore, we the people in the middle valley, who consult with the two Federal agencies daily in the field are bound to know that up until now, these two agencies (the Bureau and the corps) have been developing a cooperative plan which will provide for essential improvement pending construction of the main stem dam. It is admitted by both agencies that the proposed work will offer many immediate benefits, and can readily be adapted to the ultimate plan of development.

The Bureau of Reclamation has informed us that the success of the cooperative program of channelization and levee protection and improvement proposed by them and the Corps of Engineers, respectively, is dependent upon coordinated performance of the work. In general, the Bureau's portion of the plan consists of defining a channel about 600 feet wide from Cochiti to Bernardo through the use of steel jetties. The Corps of Engineers' plan for levee protection and improvement includes the installation of steel jetties on the outside of bends and other critical points to protect the levees.

These jetty installations are incorporated into the design for the channelization to be performed by the Bureau of Reclamation, so that generally, Bureau jetty installations are necessary only on the inside of bends and in straight reaches. It is essential that the construction be coordinated, so that the channel will be continuous.

The channelization will result in an improved river alinement between levees, and the location of bends will be changed at some points due to the correction of undesirable river meanders. Therefore, the location of part of the levee protective work to be installed by the corps will be changed. For this reason, too, the success of the cooperative plan is dependent upon concurrent performance of the work. The Bureau expects that these control works, over a period of years, will induce the river to erode between the jetties and to deposit sediment back of the jetty lines, thus accomplishing the desired degradation.

It might well be pointed out that the United States Supreme Court stated that the coordinated authorized program of flood control and rehabilitation to be prosecuted by the Army engineers and the Bureau of Reclamation in the middle Rio Grande Valley would correct the main issue under dispute, with Texas, therefore the lawsuit of the *State of Texas* v. *State of New Mexico* was dismissed.

Thus, the courts recognized the dire need and importance to expedite this unit of the authorized project and certainly they felt that such vitally essential work would not be delayed or allowed to drag.

It would be a terrific loss to the entire middle Rio Grande Valley if this program of flood control and rehabilitation is to be delayed through lack of doing everything within our power to expedite completion of the present authorized project. And we feel that the Federal Government, which is spending millions of dollars on its military

installations at Los Alamos, Sandia Base, and Kirtland Field, is not well advised if it does not protect from floods the very area from which it draws its supplies. We think it is cheap insurance, not only from the standpoint of money, but from the standpoint of having available the things we might need and, if we did need, we would need in a hurry.

Therefore, on behalf of the 500,000 trusting but worried people in the middle Rio Grande Valley whom I represent, I respectfully plead with this committee to earmark $50,000 planning money for fiscal year 1958 for the Corps of Engineers to plan jointly with the Bureau in expediting the channelization and levee rehabilitation from Cochiti to Rio Puerco, through this reach of the floodway.

Next, I want to discuss a new unit of our middle Rio Grande project. This unit was authorized under Public Law 780, 83d Congress, 2d session. The authorization reads as follows: "The project for flood protection in the Rio Grande Basin at Albuquerque, N. Mex., is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document No. 464, 83d Congress, at an estimated cost of $7,500,000."

This covers protection from floods originating on the steep slopes of the Sandia Mountains, which debouch into the lowland areas of Albuquerque and vicinity. The unit and/or project is designated as the Albuquerque Diversion Channel project, Rio Grande and tributaries, Albuquerque, N. Mex., and vicinity."

This diversion channel program is complementary to the protection from river floods insofar as Albuquerque and vicinity are concerned. It thus becomes a part of the work now under construction and should not be considered a "new start." It should be of interest to this committee, that after the review report was completed in June 1954, Albuquerque and vicinity experienced 10 separate floods from arroyo flows in the summer of 1955, causing $1,600,000 damages. The authorized project would have precluded all these damages and sufferings. The city and county hurriedly planned and during 1955–56 spent some $500,000 for check dams on several main arroyos, knowing full well that this emergency work would alleviate conditions for only small floods and would be temporary, awaiting construction of the Federal project.

Back in 1952 the people in the area organized a conservancy district to be the agency to carry out the obligations imposed on local interests by the provisions of the act authorizing the Federal project. This agency is now officially designated as the Sandia Conservancy District and was legally created by court order on Novermber 7, 1952.

The district prepared a plan embodying the Federal project and including supplemental works required to comply with the provision that local interests take steps to prevent the minor flood problem in the heights area of Albuquerque from developing into one of serious proportions. This plan calls for an expenditure by the local people of about $12 million against a Federal expenditure of $7½ million.

The plan was approved by the court on March 13, 1956. Since that time a board of appraisers has been appraising benefits and damages incident to the project. It is scheduled to present the appraisal record to the court for approval by September 1, 1957. Upon being approved the Sandia Conservancy District can then proceed to levy taxes and issue bonds in order to meet its obligations and permit the Corps of

Engineers to proceed if construction funds are appropriated by the Congress.

The $750,000 recommended by the Budget Bureau and included in the program of the Corps of Engineers for fiscal year 1958 would permit construction of the outlet works for the north channel. This is necessary prior to continuing any channel work and makes a natural first phase of construction.

It is vital to Albuquerque and vicinity that protection from arroyo flows be provided. Local citizens have demonstrated their interest through the activities of the Sandia Conservancy District and planning on an expenditure by local taxpayers of $12 million. They need the assistance of the Federal Government and it is urged that there be included in the appropriations bill now under consideration the budget approved item of $750,000 for this project.

I appreciate the opportunity to appear here today, and on behalf of the Middle Rio Grande Flood Control Association and the Sandia Conservancy District, I wish to say "thank you" for your kind and sympathetic attention.

Mr. RABAUT. Thank you very much. Now who is next, Mr. Dempsey?

Mr. DEMPSEY. Mr. Ball will be next.

STATEMENT OF HUBERT BALL

Mr. BALL. Mr. Chairman, I am Hubert Ball and I am chief engineer of the Middle Rio Grande Conservancy District. I have a prepared statement I would like to submit for the record.

Mr. RABAUT. Without objection, it will be placed at this point in the record.

(The statement referred to follows:)

STATEMENT BY HUBERT BALL CONCERNING PROJECTS IN THE MIDDLE RIO GRANDE AREA BEING CONSTRUCTED BY THE BUREAU OF RECLAMATION AND THE CORPS OF ARMY ENGINEERS, 1957

Mr. Chairman and members of the committee, my name is Hubert Ball and I am chief engineer of the Middle Rio Grande Conservancy District with main offices in Albuquerque, N. Mex. The district is 155 miles long, located between White Rock Canyon, which is 45 miles north of Albuquerque and extending to the Bosque Del Apache Wild Life Refuge which is approximately 110 miles south of Albuquerque.

We operate drainage, flood control, and irrigation facilities, throughout this entire area. These works comprise 700 miles of irrigation canals and laterals, 400 miles of drainage, and over 200 miles of levees. At the present time, field operations of the system are under the supervision of the Bureau of Reclamation, in compliance with a contract which was made between the district and the Bureau according to various public laws passed in 1948 and 1950. These laws authorized the comprehensive plan for development of the middle Rio Grande area and include numerous items of construction and rehabilitation in and adjacent to the project. Among these were flood control and reclamation structures.

The flood control structures were to be built by the Corps of Engineers and the reclamation items by the Bureau of Reclamation. These agencies are now constructing various units of the project and we appreciate the progress being made. We trust that, except in case of a national emergency, they will continue to successful completion.

The Bureau of Reclamation program is proceeding at a most satisfactory rate and we trust that the Bureau of the Budget's approved allocation of $3,758,000.

which is before you for consideration, will receive committee approval. It is entirely within the project authorization and meets good engineering principles.

The Bureau of Reclamation schedule for completion of the presently authorized construction is most realistic and the requested appropriation would continue construction at the most economical rate and allows a satisfactory completion date.

The Corps of Army Engineers have completed the Jemez sediment and flood control dam and have also constructed the Albuquerque unit of the Rio Grande Floodway. They are now engaged in the building of Abiquiu Dam, and $2,450,000 is the amount requested by the corps to continue construction on this structure. This sum is approved by the Bureau of the Budget and will allow an orderly and economical construction rate. We trust that favorable consideration will be given to this request.

Progress made on these units of the comprehensive plan are a great benefit to the district and surrounding areas. The local governmental units have all been most cooperative and we believe we are doing an outstanding job in the construction of these projects.

There is one phase of the authorized plan not presently underway which we believe to be very essential. It is with a great deal of concern and dismay that we have recently learned no item is included in the budget for the Corps of Engineers to continue reconstruction of levees and bank protection within the Middle Rio Grande Conservancy District area. The authorization for this work passed by the Congress in 1948, 1950, and for which subsequent appropriations have been made, definitely envisions that flood-control works along the levees must be built throughout the middle Rio Grande area and not at just a few selected reaches. The Middle Rio Grande Conservancy District represents numerous towns, villages, and Indian pueblos, within that portion of the system where no improvements have been made and for which there is none proposed at this time. The people residing in those areas cooperated with and greatly assisted the Middle Rio Grande Conservancy District in presentation of the project for authorization and all expected that these improvements would be made and that their families, homes, and farms would receive all relief possible under the proposed program.

Work completed at the present time has improved and protected approximately 48 miles of the levee system. There remains approximately 135 miles of levee which is particularly vulnerable during average runoff, and particularly those between 5,000 second-feet and 20,000 second-feet. These occur at extremely short intervals of about 2 years and are a constant threat and a very real menace. Approximately 70 miles of these levees protect homes, villages, and farmlands of various Indian pueblos which contribute to the financing and cooperate in management of the Middle Rio Grande Conservancy District. There are also many non-Indian suburban and agricultural areas north and south of Albuquerque which are in an equally precarious situation.

The residents of these pueblos and also those people living in the non-Indian areas have been kept regularly informed of progress made to date and any indication of a slowdown or delay in the levee program is of great concern. These people realize that the levee reenforcements we are requesting only allow limited protection, but studies of river flow indicate that there will be few years during which the maximum peaks will exceed 20,000 second-feet; however, flows between 5,000 cubic feet per second and 20,000 cubic feet per second are a regular threat to the many villages and agricultural areas. We are very much aware that higher flows are possible; however, they would probably occur only once or twice in the average lifetime. We also are fully aware that maximum floods are a special problem and one which will require many years of study and work to correct. We, therefore, are fully convinced that the limited-type program requested and already authorized is most essential. Personnel of the district office, Corps of Engineers, located in Albuquerque, are aware of this situation. We are assured by competent engineers in these offices that they have studed this problem in great detail and are advised they are in complete agreement with this request. The corps also have an agreement with the Bureau of Reclamation which contemplates a program or river channelization and flood-control works which definitely should proceed on a coordinated basis if the fullest water salvage, sediment, and flood-control benefits are to be provided at the most favorable benefit-cost ratio.

As a further evidence of the intense local interest, I present to the committee a resolution passed by the irrigation committee of the six middle Rio Grande pueblos: Cochiti, Santo Domingo, San Felipe, Santa Ana, Sandia, Isleta, in a

special meeting held at Albuquerque, N. Mex., April 10, 1957. The resolution was adopted by a unanimous vote of the representatives of these pueblos and in addition to copy of the resolution which follows in this statement I also present to you a copy which has been signed by the chairman of the committee, Mr. Diego Abeita of Isleta, and certified to by the secretary, Mr. Domingo Montoya of the Sandia Pueblo.

"RESOLUTION

"At a meeting of the irrigation committee of the six middle Rio Grande pueblos: Cochiti, Santo Domingo, San Felipe, Santa Ana, Sandia, and Isleta—and Jemez and Zia, held at Albuquerque, N. Mex., April 10, 1957, the following resolution was adopted by a unanimous vote of the above pueblos:

" 'Whereas there is an important program now in full operation in the Middle Rio Grande District, known as the comprehensive program for the middle Rio Grande Basin, in which there are three coordinated phases of work, namely: (1) channel rectification for the purposes of flood control and to save as much water as possible for beneficial uses, (2) rehabilitation of the irrigation systems in the middle Rio Grande Valley and the Indian pueblos being done by the Bureau of Reclamation and the Bureau of Indian Affairs, respectively, (3) flood protection work consisting of the construction and erection of levees, jettys, etc., to protect the lands and municipalities in the district.

" 'Whereas some of this work has been done to protect the cities of Albuquerque and other municipalites, but there is still a great deal of work remaining to be done to protect the communities and lands in the rural areas, and these are considered to be of great importance to the welfare and economy of this valley;

" 'Whereas we have been advised that funds have not been requested by the appropriate Federal agencies to carry out the planning and construction necessary to complete the third phase of the comprehensive plan outlined above, nor do such agencies plan at this time to request further funds for the completion of the levee system outlined in the said comprehensive program: Now, therefore, be it

" '*Resolved*, That this committee urge upon our congressional delegates and friends, who know of the gravity of our problems in this valley, to do all they can do to secure the funds and appropriations so that this valuable work will continue to its completion by both the Army engineers in their assignment for securing the valley against floods and the Bureau of Reclamation and the Bureau of Indian Affairs in rehabilitating the irrigation systems and the lands. Particularly, we urge that the appropriate Federal agencies be given sufficient funds to continue to carry out their obligation of providing flood protection to all of the people of the middle Rio Grande Basin, as authorized under the said comprehensive plan; be it further

" '*Resolved*, That the chairman of the irrigation committee be and is hereby authorized to furnish copies of this resolution: Senator Chavez, Senator Anderson, Congressman Dempsey, Congressman Joe Montoya, and such other persons or agencies as may be advisable.'

"DIEGO ABEITA,
"*Chairman, Irrigation Committee of the Middle Rio Grande Pueblos.*

"CERTIFICATE

"The undersigned hereby certifies that the above and foregoing is true and correct as unanimously adopted at a meeting of the irrigation committee of the middle Rio Grande Pueblos held at Albuquerque, N. Mex., on the date and year stated in said resolution.

"Dated this 16th day of April 1957.

"DOMINGO MONTOYA."

This resolution is self-explanatory and presents their view of this problem in a most clear and concise manner. We could, of course, secure resolutions of this type from other communities and villages, however, I believe that the committee, after considering testimony of the Corps of Engineers, Mr. John Murphy (my colleague) and myself, are aware of the situation without burdening the record and their time with further material.

The committee has been most sincere and helpful to us in the past and we believe that your knowledge and appreciation of our problem has been the deciding factor for the splendid progress to date. We are sure you will give the above request every reasonable consideration and trust that if further information be desired you will call on us. The district and local interests which I represent

extend our sincere thanks for this and the many previous hearings at which we have been privileged to appear. Thank you Mr. Chairman and committee members.

Mr. BALL. In my statement there is a resolution passed by representatives of the Bureau of Indian Pueblos, and I do have a copy signed by the Indians themselves to submit in order to verify the statement included in my statement.

(The signed resolution was supplied the committee.)

Mr. RABAUT. All right, Mr. Dempsey.

STATEMENT OF REPRESENTATIVE JOHN J. DEMPSEY

Mr. DEMPSEY. Mr Chairman, members of the committee, I am deeply appreciative of your indulgence at a time when I know you are seeking to expedite consideration of this important appropriations legislation. I shall therefore be as brief as possible in my presentation.

The appropriations appearing in this bill for flood control and water resource conservation and development projects are, without doubt, the most important appropriative items before this Congress as far as the State of New Mexico is concerned. As you undoubtedly know, the natural resource for which we have the greatest need in our State is water. This is particularly true at this time when our economy has been hard hit by drought extending over a period of 6 years, a drought which is slightly alleviated this year but still is unbroken.

It may seem somewhat paradoxical that we are as deeply concerned with the flood-control items as we are with those that are set up for reclamation. This is due to the terrain of our State, where flash floods from the mountain areas occur frequently during the driest periods. So it is that even when our lands are parched and our farmers and ranchers are plagued by drought, there are some of our communities which are always in imminent danger from floods that take lives and inflict enormous property damage.

The appropriations carried in this bill affect mainly the basins of the Colorado River, the Rio Grande, and the Pecos River, all of which carry the water which is the veritable lifeblood of New Mexico. You have heard or will hear in detail the overall appropriations set up for the upper Colorado River development project. I am for this entire development as approved by the Congress but at this time I shall confine myself merely to the projects in that development that are located in the State I represent. Construction of the Navajo Dam and Reservoir is New Mexico's most important project in this program. The budget carries $1,800,000 for this item, which I feel is a modest appropriation, yet it appears to be adequate for the 1958 fiscal year. Expeditious construction of this dam and reservoir is very vital to the entire Nation as well as to New Mexico. Under the Colorado River compact, our State is entitled to 838,000 acre-feet of water annually from the Colorado Basin. Up to now, we have been able to utilize 100,000 feet of this per year at the most. The other nearly three-quarters of a million acre-feet have been flowing on down the Colorado and, ironically, a goodly portion of this has been allowed to flow on wastefully into the ocean. You can therefore understand why it is so important to our water-starved State that there be no delay in construction of this dam and reservoir.

Undoubtedly, the greatest justification for the construction of this project is the direct benefit to be derived by the United States Government itself. In the adjoining areas are the greatest uranium producing and processing installations in the world. In this atomic age they are undoubtedly more vital to our Nation's security and progress than any other in our country. Adequate water supply is essential to these operations. It takes from 1½ to 2 tons of water to process each ton of uranium ore, which is now mined for the most part on Federal property and with full Government control and ownership of the refined product. Today these operations are hampered by insufficient water supplies. It manifestly is very necessary that we take proper action to assure a constant and adequate amount of water to permit the most efficient production which only this Navajo project can provide. That alone, it seems to me, fully justifies the investment required. In addition, water from that source is required for the vast oil and gas well drilling operations, most of which are also on Federal property.

An evaluation of the need for this water can be made from the records of the Atomic Energy Commission on uranium production. In fiscal year 1956 our Government received a total of 10,473 tons of U–308, which is the base essential to atomic energy production. Of this amount more than 40 percent was produced in the United States, and 68 percent of the known deposits of uranium in our country are in this immediate Navaho Dam area. The Atomic Energy Commission reports that by fiscal year 1962 total United States receipts of U–308 will be 36,405 tons of which 50 percent will be produced in this country. The market price on U–308 is $8 per pound which would make the total income from this production reach nearly $300 million in that year alone, out of the total amount expended for production from all sources, which would be approximately $583 million.

When we evaluate these figures, it is readily apparent that the total investment in conserving and making available the necessary water supply for the mining and processing of this U–308 is a comparative drop in the bucket. Add the oil and gas production potential and our investment becomes even more attractive as an enormous saving for the American taxpayers.

The other items that have to do with the Colorado River are contained in the advanced-planning program and the appropriation for general investigation by region V of the reclamation service. From these funds will come sufficient money to carry on the advanced planning for the Hammond project in New Mexico and the Pine River extension in Colorado and New Mexico, as well as for completion of feasibility studies of the San Juan-Chama transmountain diversion project. This project is intended to permit New Mexico to utilize in the semiarid Rio Grande area the excess water, if any, which may be available from our Colorado River apportionment.

This bill carries an item of $3,750,000 for completion of channelization work by the Bureau of Reclamation in the middle Rio Grande area of our State. Much of this work already has been done with the result that there is an annual salvage of water of between 40,000 and 50,000 acre-feet, despite the fact that the water supply has been far below normal. For many years we have been losing enormous amounts of water in the swamps of the middle Rio Grande which are

filled with salt cedars and other phreatic growths. In fact, there have been times when nearly one-half of this valuable resource has been absorbed nonbeneficially. This appropriation will permit the completion of this work in the upper portion of this middle Rio Grande Valley as well as in the central area near Socorro. It permits also channeling through heavy sediment deposits in the San Marcial Lake area. This provides a more dependable water supply in the vast Elephant Butte Irrigation District farther south in New Mexico and in Texas.

The operation of the Army engineers in the middle Rio Grande area is linked up so closely to the reclamation program that the benefit to be derived from one is largely dependent upon the other. The Abiqiui Dam for which $2,450,000 are appropriated is a highly essential and component part of this overall program. Its construction not only will prevent floodwaters from endangering the populous middle Rio Grande area but will conserve many thousands of acre-feet of water for beneficial use—water that is now being wasted nonbeneficially.

The item of $750,000 for use by the Army engineers for proper flood-control channeling in the Sandia Conservancy District in Albuquerque ties in directly with the rest of this flood-control program. Within the last few years we have had 3 or 4 damaging floods in Albuquerque from these flash floodwaters pouring down from the Sandia Mountains. The losses of property incurred as a result of these floods have aggregated more than the entire estimated cost of the construction for which total Federal funds necessary are estimated at $7,940,000. This will be matched by local money for rights of way, easements, etc., totaling $3,080,000, of which $190,000 is cash payment.

I would like to point out that, without this project in operation, channeling these flash floodwaters directly into the Rio Grande, there is constant danger, not only of loss of lives and heavy property losses, but of most serious damage being done to the present flood-control levees and works that have been built in the Albuquerque area. In my humble judgment, it would be most shortsighted to fail to protect what we have already spent millions to construct.

On the Pecos River there are several communities which are constantly in danger of sudden floods from the mountain areas. This bill carries $545,000 for the Army engineers to complete a flood-control project at Artesia, one of New Mexico's important industrial centers. This is not a costly proposal in view of the fact that within the last few years several lives have been lost here and property damage many times the total cost of this project has been done. We have previously spent $55,000 on the Artesia project and the total Federal cost is only $600 000. Local payment for rights-of-way, and so forth, amount to $180,000. This project undoubtedly will save its cost many times over within the next decade. Also, there is an item of $120,000 for advance engineering and planning on the Los Esteros-Alamogordo Reservoirs on the Pecos. This construction is vitally necessary to correct conditions that have arisen in recent years whereby the dams and reservoirs further down the river have been rendered partially ineffective because of sedimentation and other factors to the degree that required amounts of water for that area of New Mexico cannot be conserved without this additional project.

Essential flood control and protection for the city of Roswell and the adjoining Walker Air Force Base will be enhanced by the Two Rivers Reservoir on the Rio Hondo, a tributary of the Pecos, for which an item of $70,000 is carried in this bill at the request of the Army engineers. From this area damaging floods in the past have cost a dozen lives in Roswell and property losses on 2 or 3 occasions that have mounted as high as a million dollars each time. There has been $150,000 previously appropriated for this project which will require total Federal funds of $6,280,000, with a contribution of non-Federal funds of $127,000. In view of the always present danger of destruction of the costly installation at Walker Air Force Base, protection of Government property alone more than justifies the expenditure required.

In fact, all of the items carried in this bill are component parts of a statewide orderly program looking to proper development and conservation of water resources and the protection of lives and property, in which the Federal Government, the State of New Mexico, and the various communities affected have invested heavily in money and effort over the years. The appropriations provided in this bill will permit another forward step to be taken—a step that must be taken to conserve the investment already made and to create the economic stability so essential to our State and the Nation.

Mr. Chairman, the figures expressed by Mr. Murphy in his statement are the recommendation of the Bureau of the Budget, all except the $50,000 which is not in that figure.

Mr. RABAUT. That applied to what?

Mr. DEMPSEY. It applies to levees just south of where they are working now. This year if the committee sees fit to appreciate what the budget requests, we will finish several of the projects there.

Mr. RABAUT. We have one for the Middle Rio Grande, flood-control studies, $50,000.

Mr. DEMPSEY. That is the one.

Mr. RABAUT. That is in the budget.

Mr. MURPHY. That is not the one.

Mr. RABAUT. The figures are the same, but you talk of two different projects.

Mr. MURPHY. That $50,000 recommended is for a continual survey or resurvey, which is sort of mandatory in the wording of the 1948–49 authorization. Both the Bureau of Reclamation and the Army engineers were authorized to continue their survey for sediment control and flash floods.

Mr. RABAUT. That was originally set at a sum of $85,000. This $50,000 would make the first bite into it, and then there is a balance in the future of $35,000 additional on this?

Mr. MURPHY. Yes.

Mr. RABAUT. What is the other $50,000?

Mr. MURPHY. The other $50,000 is the coordinated plan for flood control in what we call the flood-control area. That is from Cochiti to Socorro, a distance of about 85 miles.

Mr. RABAUT. It is extending the territory?

Mr. MURPHY. Yes. The first unit was around Albuquerque. They have finished that unit. The Army engineers feel they want to maybe take a few more years before going into the other unit, but it interferes with the work of the Bureau of Reclamation, as stated in the

letter from Commissioner Dexheimer. They want to finish by 1960. But it is a coordinated plan. It is going to cost a lot more money unless the Army engineers put the jetties on the inside of the levees and the Bureau of Reclamation puts them on the outside. It is a coordinated plan, and the way the river meanders, they might want to change some of the——

Mr. RABAUT. You set that out in your report?

Mr. MURPHY. Yes. That $50,000 is just for that.

Mr. RABAUT. That $50,000 is not under the budget? That is the reason for the mixup; the two figures are the same.

You may proceed, Mr. Dempsey.

Mr. DEMPSEY. The North Canal is the one that has the high ratio, benefit-cost ratio. It is one of the most important things because the channel of the river became higher than the surrounding property. As a result, when we had a heavy runoff, it destroyed property rather than going down the stream. This is an international stream—Mexico gets 60,000 acre-feet per year by agreement with the United States Government; Texas gets so much. We have to deliver that. As a matter of fact, we are in court now because we have not been able to deliver it all. It was not because we used the water. It was because there was no channel there to get it through. These projects which you have permitted us to carry on have about permitted us to clear that situation up.

Mr. RABAUT. To carry on our commitment to Mexico we should have a better canal.

Mr. DEMPSEY. Yes. This canal coming from the Sandia Mountains, very important mountains; they have a project associated with Los Alamos, one of the most important projects in atomic-energy development in the United States. I am on that committee and am quite familiar with their work. That has rather high priority with the Army engineers.

Mr. RABAUT. They have a good man on that committee, I would like to say for the record.

Mr. DEMPSEY. Thank you, sir. I want to speak to you briefly about the Colorado River Basin. This is extremely important, in my opinion. Three dams are authorized there: The Flaming Gorge, Grand Canyon, and the Navajo Dam. The Grand Canyon Dam has been advertised for bids; bids have been approved. I think the contract was for about $27 million under the estimate of the Government. As to the Flaming Gorge, I cannot recall just what is set up for that. There is set up for the Navajo Dam $1,800,000.

Mr. RABAUT. Flaming Gorge is $4,800,000.

Mr. DEMPSEY. Yes. Those are what the budget recommended. There has been unusual development in that area. First, it is the richest mineral area known throughout the world. We have uranium in great quantity. In the county of San Juan, where the Navajo Dam is to be constructed, and in adjoining McKinley County we have 68 percent of all the known uranium in America. We are now using about 10,000 tons of U–308. We will, in 1962, use 36,070 tons, of which 18,000 tons will come from the United States, and more, if they desire to have more, because it is there in known quantity.

To give you an idea, it requires a ton and a half to 2 tons of water to process 1 ton of uranium. In an acre-foot of water there are 13,060 tons of water. The cost of the Navaho Dam is insignificant compared

to the benefits derived in the area. The uranium in 1962 is to be purchased by the Government for $8 a pound. For the 36,070 tons of uranium at $8 per pound, that will mean about $585 million.

In addition to that, every well we drill up there, whether it is an oil or a gas well, we have rotary equipment and circulating water all the time, which means a great loss of water.

The significant part of this is that 50 percent of this land is owned by the Federal Governnent. It does seem to me that there has never been Federal land that I have heard of that will produce so much for the Government as this location that we have in the upper Colorado River. It is an astounding thing.

We are constructing now three different uranium-processing plants. Kerr-Magee Co. is putting up one with 3,200 tons a day capacity; Sabre-Pinon is a new company that has considerable uranium and is building a plant with a capacity of 1,500 tons a day. Phillips Petroleum Co. is going in with one that will have 1,500 tons a day capacity.

The population is increasing so much out there it is impossible to keep up with it. The little town of Grants, N. Mex., had a population of about 1,100 a short time ago. I have been advised by the Atomic Energy Commission it will have 10,000 more in population within 21 months. Those people will be working in these uranium plants. They will have their children there. We will have to have schoolhouses for them. It is a heavy Federal impact.

But I am happy to know that my State is one that is coming in, at a time when we need them most, with these minerals that were unknown to us just a few years ago.

I think failure to at least earmark the money for these different dams, as recommended by the budget, would be a great mistake, a great loss to this Nation and probably to the world.

I am a member of the Atomic Energy Committee and am kept informed.

Mr. RABAUT. As I understand your suggestion here, it is that, as regards the dams out there, in our report we should earmark the amount of moneys that should go to each one of them; is that right?

Mr. DEMPSEY. Yes, sir.

Mr. RABAUT. That is your idea?

Mr. DEMPSEY. Yes, sir.

Mr. RABAUT. All right.

Mr. EVINS. May I ask a question, Mr. Chairman?

Mr. RABAUT. Yes.

Mr. EVINS. In regard to those who supported the upper Colorado River storage project, I do not believe we were advised that uranium would be covered up by the water from these dams. Will there be any appreciable amount of this valuable mineral covered by water?

Mr. DEMPSEY. The mineral is south and east of the dam site. That has all been checked over.

Mr. EVINS. Actually, the water will make it more accessible for mining the valuable uranium?

Mr. DEMPSEY. Water is what we need to process uranium ore. We have to have a ton and a half to 2 tons of water for every ton of uranium processed.

Mr. EVINS. We will not have a situation developing later wherein damages will be sought because of the valuable mineral being covered over?

Mr. DEMPSEY. No, because most of it is owned by the Federal Government; the land is owned by the Federal Government and the Indians in great part.

Mr. RABAUT. Are there objections to it?

Mr. DEMPSEY. Not any.

Mr. EVINS. Thank you, Mr. Chairman.

Mr. JENSEN. Mr. Chairman, may I say that I am glad that Congressman Dempsey has come before the committee and made this presentation. I know, as every member of the committee knows and, in fact, most of the Members of Congress, that Congressman Dempsey is always kept well informed on all these matters which are so very important not only to New Mexico but to the Nation in general.

With the high regard I hold for Mr. Dempsey, I can certainly go along with him on the request he has made to earmark these funds for these specific purposes.

I have visited all of these projects, Glen Canyon, Flaming Gorge, and Navajo Dam sites. I know they are of very great importance and are completely justified.

So, Mr. Dempsey, again I say, as I always say when I hear you testify, that you always present a case in a very concise and understandable manner, and you have not changed a bit. So I just say that I always like to go along with Jack Dempsey.

Mr. DEMPSEY. Thank you very much, Ben. I appreciate that more than I can tell you. As to not changing a bit, that makes me feel good, because I have been around here a long time. I came in here with Mr. Rabaut and with you.

Did you want to ask me a question, Mr. Budge?

Mr. BUDGE. Yes, Governor. I think you have given the committee some information here this afternoon that it has not previously had. I personally welcome having had it.

I noted that other Members of Congress from the Colorado River Basin also spoke of this earmarking for each of the several dams. Just from what does your apprehension spring there with reference to the earmarking?

Mr. DEMPSEY. I do not have any apprehension, Mr. Budge, at all. The Glen Canyon Dam is one that will develop power, which is very much needed out there, and Flaming Gorge the same. The Navajo Dam will impound about 1,400,000 to 1,700,000 acre-feet of water. That is its capacity.

Mr. BUDGE. You are interested in the water?

Mr. DEMPSEY. I am interested in the water because of what the water will do. You cannot drill oil wells or gas wells without water. You cannot process uranium ore without water. You have to have great quantities. The figures I have given you today are figures I obtained specially for you from Mr. Jesse Johnson, who has to do with the raw minerals for the Atomic Energy Commission.

Mr. BUDGE. I would take it then that the Members of Congress from the Colorado River Basin are in agreement that specific sums should be earmarked for each of these three dams.

Mr. DEMPSEY. Yes, sir. Mr. Budge, there is no disagreement on the part of any Member from the four upper basin States that are in Congress. We are in thorough agreement.

Mr. BUDGE. I wondered if perhaps the Bureau had intimated that they might go ahead with 1 project or 2 projects and forget about the other, but you have not had any definite indication of that?

Mr. DEMPSEY. Not at all, because in the case of the Navaho Dam, for instance, it gets the lesser amount probably, because the dam is of lesser cost.

The item in for the Navaho Dam is $1,800,000 As to the other two, I think the Glen Canyon Dam needs more than that because of the commitment made in letting the contract.

Mr. BUDGE. Thank you very much, Governor. I very much enjoyed your presentation.

Mr. RABAUT. Thank you.

Next is Mr. Montoya, who is the new Congressman from New Mexico. I welcome him before the committee.

STATEMENT OF REPRESENTATIVE JOSEPH M. MONTOYA

Mr. MONTOYA. My greetings to the committee.

Mr. RABAUT. You want to address yourself to what project?

Mr. MONTOYA. To the Rio Grande project.

I concur wholeheartedly in Mr. Murphy's statement as to the urgent need for $3,758,000 for continuation of the rehabilitation phase of the Middle Rio Grande project, authorized for prosecution by the Bureau of Reclamation, and approved by the Budget Bureau for fiscal year 1958.

I also support in its entirety the amount recommended by the Budget Bureau for the work scheduled for construction by the Army engineers for fiscal year 1958, earmarked as $2,450,000 with which to continue construction of Abiquiu Dam; and $750,000 for construction of the unit and/or project designated as the "Albuquerque diversion channel project, Rio Grande and tributaries," Albuquerque, N. Mex., and vicinity. This latter covers protection sorely needed from damage caused by flash floods originating on the steep slopes of the Sandia Mountains which empty into the lowland areas of Albuquerque and vicinity.

As stated by the other witnesses, the foregoing amounts have all been recommended for appropriations for fiscal year 1958 by the Budget Bureau. And as these are all recognized as minimum programs of work, we sincerely hope that this committee will not cut these urgently needed requests.

Now, in order to gain the maximum use of the time allotted to me, I want to stress the need for including in the appropriations, the amount of $50,000 which apparently was not presented to the Budget Bureau by the Washington office of the Army engineers. We are informed that the Albuquerque office of the Army engineers requested this money with which to continue this joint undertaking with the Bureau of Reclamation through fiscal year 1958.

The work that will be involved by the Corps of Engineers in this unit of the Rio Grande floodway consists principally of the installation of flexible-type bank-protection units throughout this 85-mile reach of the river and a minimum of levee raising necessary to maintain and increase the effectiveness of the present levee system to the extent warranted at this time.

This work will arrest the deterioration of the existing levee system and alleviate flood damages expected to occur during the interim of time required to complete the authorized review survey studies, formulate a modified plan of improvement and secure authorization of such a plan by the Congress. The improved levee system would be effective for floods of 20,000 cubic-feet per second through this reach of the floodway.

It is believed the Corps of Engineers could utilize $50,000 planning money for fiscal year 1958. It should be noted that since 1937 the corps has spent an average of $100,000 per year on emergency repair work, and as this type of work is merely temporary stopgap, we still have the weak spots with us. We will have to continue repairs on a piecemeal basis, since the money made available for emergency work will not approach permanency.

There is a crying need for this scheduled authorized program to be completed as soon as possible. The longer it is delayed, the costlier it will be. Floods occurring in 1937, 1941, 1942, 1948, 1949, and 1952 damaged these levees at numerous points and an extensive program of emergency repair and rehabilitation was accomplished by the Corps of Engineers to prevent complete failure. Each passing year brings a major flood just that much closer and a general failure of the present weakened levees would cause staggering property loss and impair the operations of military installations. There are numerous weak spots in the levees all the way from Cochiti to Rio Puerco, despite the recent emergency repairs.

It might well be pointed out that the United States Supreme Court stated that the coordinated authorized program of flood control and rehabilitation to be prosecuted by the Army engineers and the Bureau of Reclamation in the Middle Rio Grande Valley would correct the main issues under dispute with Texas, therefore the lawsuit of the *State of Texas* v. *State of New Mexico* was dismissed.

Thus, the courts recognized the dire need and importance to expedite this unit of the authorized project and certainly they felt that such vitally essential work would not be delayed or allowed to drag. Since this flood control and rehabilitation program was started in 1954, there has been in excess of 220,000 acre-feet of precious water saved to date according to the joint findings of the United States Gological Survey and the Bureau of Reclamation. When this coordinated program of flood control and rehabilitation is completed, the Bureau expects the water savings to be increased by about 50,000 acre-feet annually. It would be a terrific loss to the entire Middle Rio Grande Valley if this program of flood control and rehabilitation is to be delayed through lack of doing all within our power to expedite completion of the present authorized project.

It has been stated by the Corps of Engineers that the benefits assignable to this cooperative plan exceed the estimated cost.

In conclusion, I would like to add that I am very grateful for the opportunity of appearing before this committee, particularly so since I am only a freshman Member of the Congress, in fact, the newest Member.

I want to say again that our concern now is to insert the $50,000 which is required by the Corps of Engineers for planning the next stage of the channelization project of the Rio Grande. This $50,000, as explained before, was not included in the committee figures as

approved by the Budget Bureau or recommended by the Bureau of Reclamation.

Mr. RABAUT. In other words, you want to identify yourself with the argument that has been presented here this afternoon?

Mr. MONTOYA. That is correct.

Mr. RABAUT. Do you have anything in addition to that?

Mr. MONTOYA. I just would like to reemphasize that I endorse the figures the committee has as approved by the Budget Bureau for the Abiquiu Dam which is part of the Rio Grande project, in the sum of $2,450,000.

Mr. RABAUT. That has a benefit-to-cost ratio of 1.32 to 1. The 1958 money will bring it up to 33 percent of completion.

Mr. MONTOYA. That is about right.

Mr. RABAUT. All right. Thank you very much.

MONDAY, MAY 20, 1957.

ALASKA PROJECTS

WITNESS

HON. E. L. BARTLETT, A DELEGATE IN CONGRESS FROM THE TERRITORY OF ALASKA

W. K. BOARDMAN, SECRETARY, BAR POINT HABOR COMMITTEE, KETCHIKAN, ALASKA

Mr. RABAUT. We have with us Mr. Bartlett, the Delegate from Alaska. We are glad to have you before the committee.

Mr. BARTLETT. Mr. Chairman, I have with me Mr. Boardman, who represents the Ketchikan group, which has a budgeted item in this bill.

First I should like your permission, Mr. Chairman and members of the committee, to place in the record a statement which was prepared by the Board of Directors of the Alaska Chamber of Commerce at a meeting held at Kodiak, Alaska, in April of this year, favoring the several projects now under consideration by you.

Mr. RABAUT. Very well.

(The statement referred to follows:)

This statement is presented in support of the items contained in the 1958 fiscal year budget pertaining to navigation and flood control projects in Alaska.

We respectfully urge that your committee approve appropriations for those Alaska projects contained in the budget requests. With respect to continuing funds contained in the budget for projects already commenced in Alaska, it would appear to be almost unnecessary to urge that the continuing funds be provided for finishing the harbor and flood control projects already started in the Territory and for which initial funds were appropriated by previous sessions of the United States Congress.

This organization also urges that the Congress approve funds to implement the "new starts" in the Bureau of the Budget requests for navigation and flood control projects in Alaska for fiscal year 1958.

It has been repeatedly pointed out to the Budget Bureau and to the Congress of the United States the peculiar relationship these projects have to the basic economy of Alaska. Most of the coastal communities of the Territory are directly dependent on marine traffic and the commercial fishing effort. The development of necessary harbor projects as well as navigation improvements is an integral part of developing the Alaska economy. This position has been pointed out and entered as part of the record in testimony submitted by interested Alaska sponsors

and the Delegate from Alaska in previous hearings before this committee. The record is also complete on the subject with respect to hearings held at the time the Alaska projects involved were authorized by the Congress.

In summary, it is the wholehearted recommendation of the board of directors of the Alaska Chamber of Commerce, in a duly-convened meeting held at Kodiak, Alaska, on April 26 and 27, 1957, that the Congress approve appropriations contained in the 1958 fiscal year budget for navigation and flood control projects in Alaska.

Mr. RABAUT. I am looking at the specifications of your little summary, and I note that Alaska is not doing too bad under the leadership of your friend representing the Territory.

Mr. BARTLETT. We are delighted that there are so many requests before you approved by the Bureau of the Budget. We went along for a good many years without any appropriations at all, but things are moving along now.

Many of you have been in Alaska and know how urgently these river and harbor projects are required.

I personally believe the recreational aspects of these projects wherever they are to be found are very desirable, but in the case of Alaska they are not coupled with the request before you. They are all economic. As you know, the whole coastal area of Alaska lives by and from the sea, either from fish or from the timber which is found close to the coast.

At Kodiak the Corps of Engineers is asking for approximately $1.5 million to complete a project, the first appropriation for which was granted last year. That is the only fishing port in Alaska which does not have a protected anchorage for fishing vessels. It is a very important fishing center, as we all know. It is also the headquarters for the 17th Naval District.

Of course, I would hope that the committee would grant the requested sum so that the job can be wound up with the contractors on the ground and save money.

Mr. Boardman is going to speak specifically about the Bar Point Harbor project at Ketchikan. I would confine myself to expressing the same wish concerning that project. I hope, enough money is appropriated to wind up the initial phase of this. The Budget Bureau has given approval.

Those of you who have been in Ketchikan know the harbor for small boats there at this time is grossly inadequate to the need.

Dry pass is of increasing importance. It is a very small pass about 200 yards in length off the coast of Prince of Wales Island. Some work was done there almost 20 years ago now. The channel needs to be widened and deepened particularly because of the use of Davis rafts, on which pulp timber is being taken to Ketchikan for that great new pulp mill which was put up a couple of years ago, a $55 million plant.

As it is now, all small boats must wait for an appropriate tide before going through this pass. The engineers have asked for $874,000 for this project. It is my belief it is a worthy one and ought to be honored.

There are some general items in the bill to which I will make no special reference.

With your permission, I would like to call attention to one proposition for which there is no budget item. A project was authorized at Sitka a good many years ago but for reasons that are detailed and voluminous and into which I will not go that site has been discarded.

No appropriations were ever made. The Corps of Engineers and the people of the town have now decided the site ought to be shifted by about 2 miles.

I have a resolution before the Public Works Committee, which I hope and believe will be adopted, and I would like to request that $20,000 be added to this bill to permit the Corps of Engineers to conduct an immediate survey of this new harbor site when and if the resolution to which I have referred is adopted.

Mr. RABAUT. We would not be able to do that because it is not authorized yet.

Mr. BARTLETT. My hope was it might be authorized even before the bill was reported out.

Mr. RABAUT. It would have to be put on after the authorization came through and, if necessary, catch it in the Senate. It is well that your interest should be expressed on the record.

Mr. BARTLETT. I am out of line a bit on that, but I know they are going to start late this year or early next year another $50 million pulp mill at Sitka, and there will be really an imperative need for a small-boat harbor.

Mr. RABAUT. Do you have papers to file for the record?

Mr. BARTLETT. No. That concludes my testimony. Now Mr. Boardman has a very brief statement.

Mr. RABAUT. All right; we will be pleased to hear Mr. Boardman at this time.

STATEMENT OF W. K. BOARDMAN

Mr. BOARDMAN. Thank you, Mr. Chairman. I will identify myself. I am W. K. Boardman, from Ketchikan, Alaska. I am secretary of what is known as the Bar Point Harbor Committee there, a communitywide group made up of commercial fishing interests, our pulp and logging interests, our canning people, our labor unions, and business people.

This statement is less than one page in length, if I may just briefly run through it.

Mr. RABAUT. All right.

Mr. BOARDMAN. I would like to compliment before the committee Mr. Bartlett and the work he has done on behalf of all our Alaska projects on a continuing basis and the courteous reception we have had before your committee on previous occasions.

The purpose of this statement is to urge that your committee recommend an appropriation for the completion of the Ketchikan Harbor project (Bar Point small-boat basin) at Ketchikan, Alaska. There is currently appropriated $500,000 to commence this project and the Alaska district engineer has informed us that the Corps of Engineers will issue a bid call in the near future to begin construction.

The budget request for fiscal year 1958 contains an item of $1,900,000 in continuing funds for this project. We feel it is of utmost importance, from the standpoint of minimizing the cost of the project and assuring its completion, that the 1958 budget request be appropriated by the Congress and we so urge.

The writer, on behalf of the undersigned committee, has twice appeared before your committee in support of this project. The courteous receptions you accorded were and are greatly appreciated. The first appearance before your committee was in May 1955 before

the Ketchikan Harbor project had budget approval. The second appearance was in March 1956 after a budget recommendation for initial funds of $500,000 for the project had been made. The 84th Congress subsequently appropriated the recommended $500,000 of first-year money. The appearances before your committee have been duplicated before the Senate committee and before the Bureau of the Budget. The record supporting the need for the Ketchikan Harbor project is complete and is contained in the authorization and initial Appropriation Committee hearings.

We communicated with the Bureau of the Budget urging that it include continuing funds for the Ketchikan Harbor project for fiscal year 1958 and we urge that your committee recommend the $1,900,000 appropriation now budgeted for fiscal year 1958 for this project.

Mr. RABAUT. It is a pleasure to hear people come in on a project of this kind. The benefit-cost ratio here is 2.1 to 1. The total cost estimate of the project, with the estimated non-Federal cost of $198,000 added, brings it up to a total estimated cost of $2,611,900. The appropriation requested for fiscal 1958 is $1,900,000, which brings the project to 100 percent of completion.

Mr. BOARDMAN. That is right, sir.

Mr. RABAUT. Fine. Thank you very much.

Mr. BARTLETT. Thank you, Mr. Chairman.

HAWAIIAN PROJECTS

WITNESSES

HON. JOHN A. BURNS, THE DELEGATE TO CONGRESS FROM THE TERRITORY OF HAWAII

WILLIAM J. HULL, AFFILIATED CHAMBER OF COMMERCE OF HAWAII

WILLIAM M. WACHTER, CHAIRMAN OF THE BOARD OF HARBOR COMMISSIONERS OF THE TERRITORY OF HAWAII

Mr. RABAUT. We will now hear from Mr. Burns, the Delegate to Congress from Hawaii.

Mr. BURNS. Mr. Chairman, my name is John A. Burns, Delegate to Congress from Hawaii. I am highly honored by this my first opportunity to appear before this committee of extremely capable and distinguished Representatives, my colleagues—many of whom through personal observation and contact I have come especially to admire and respect—and to represent before this committee the people of Hawaii on a matter of great concern to them and to their welfare. I thank the committee for this opportunity.

I appear here today to support four requests:

(1) The continuation of the Kawaihae project on the island of Hawaii for which $2,450,000 is budgeted;

(2) Planning funds for the second entrance channel, Honolulu Harbor, for which $50,000 is budgeted;

(3) Maintenance funds for the repair of the Nawiliwili Harbor breakwater;

(4) Sufficient survey funds for the engineers to complete some project studies which we deem essential, the principal one being a study to enlarge the turning basin of Kahului Harbor, island of Maui.

I have asked Mr. W. J. Hull, a consulting engineer, representing the Associated Chambers of Commerce of the Territory of Hawaii and the Propeller Club of the United States Port of Honolulu, and Mr. William M. Wachter, superintendent of public works and chairman of the Board of Harbor Commission of the Territory of Hawaii, to appear with me and to elaborate on my remarks.

First let me say that the people of Hawaii greatly appreciate the interest in and concern for their welfare which this committee showed in sending subcommittees to the islands in the fall of 1955 and in the fall of 1956. We can talk about projects, submit data and statements, but nothing can better supplement these presentations than for the committee members themselves to see our problems first hand. We invite you to come again, especially those of you who have not yet visited Hawaii. We believe it will help you understand much more fully the problems of an area composed of 5 principal islands working together as 1 economic unit.

This committee has been very considerate of Hawaii, particularly over the last few years, through the gracious fairness of present members. We appreciate this kind consideration and respectfully ask for its continuation. In doing this I draw attention to the fact that Hawaii has never presented overly grandiose schemes but has rather asked for consideration of valid and needed projects vital to the social and economic progress of the community.

Everything coming into and out of the Territory must pass through our harbors, except the extremely small amount that goes by air. Similarly, our harbors must be used to transport our goods between our four countries. The whole economic well-being of the people of Hawaii to a great extent revolves about and depends upon our harbors. In the light of this, I think you can well understand our concern that these harbors be well maintained and well developed, that they keep pace with our ever-growing and ever-expanding economy.

The Kawaihae Harbor project is now well underway and it is our hope that it will be completed early in fiscal 1959. I am informed that costs are running well within the engineers' estimates and, barring excessive price rises in the construction cost level, we hope next year to be able to tell you that the funds necessary to complete the project in fiscal 1959 will be less than are now forecast. The funds now budgeted are adequate to continue construction during fiscal 1958.

Planning funds for a second entrance channel to Honolulu Harbor are budgeted for fiscal 1958. As now budgeted the planning will extend into 2 fiscal years. The need for this facility has grown considerably since this project was authorized. I realize that you gentlemen are faced with a big overall budgetary problem; however it is my hope that sufficient planning funds could be made available to complete the planning in this fiscal year. Mr. Wachter and Mr. Hull will present statistics to support the need for this facility made necessary by the greatly increasing number of vessel calls at the port of Honolulu.

On this one I want to digress for a moment. We face a particular need in Honolulu Harbor. I just received word about it. There has been considerable discussion over the unloading of dynamite there and the Coast Guard has placed effective restrictions on it. Some have suggested we unload in Pearl Harbor since they are dealing in

ammunition anyway. However, the Navy objects to this because it places a great hazard on that particular facility and they do not want the dangers any more than anyone else.

Within our overall planning there are plans, as the chairman knows, for a second entrance to Honolulu Harbor and within that overall planning is the planning for the unloading of dynamite and for that facility to be set up.

There is, therefore, a requirement, if at all possible, that the advanced engineering of Honolulu Harbor be completed quickly so that the project can advance a year. An additional $50,000 would complete advanced engineering. That is in the overall planning that requires a necessity for developing it there within the reasonably immediate future.

Since the great tidal wave of April 1, 1946, we have been faced with the problem of maintenance of three harbor breakwaters which were severely damaged at that time. Repairs have been made from time to time, but subsequent storms have further damaged these breakwaters—the last bad storm being in 1954. The Kahului and Hilo breakwaters have been fairly well repaired. The only breakwater remaining to be repaired is the Nawiliwili breakwater for which some $108,000 was available this year. This amount, together with the about $250,000 budgeted for fiscal 1958, will not be adequate for the completion of the repairs during fiscal 1958, which requires a total of about $800,000. Time and the waves have already increased the estimated cost of this breakwater repair. I believe it to be false economy to delay the completion of this repair work any longer and hope the committee will look with favor upon providing sufficient funds to complete this work at the earliest possible date. Just recently, a ship went aground at Nawiliwili, although I am not fully informed as to whether surge created by the damaged breakwater played a part in the grounding or not.

On May 8, 1957, Mr. C. H. Burnett, Jr., of the island of Maui, presented a statement to you concerning funds for a survey for a project proposing to enlarge the turning basin at Kahului Harbor, on the island of Maui. I endorse his statement and hope that sufficient funds can be secured to complete this survey in fiscal 1958. Other studies of considerable importance to Hawaii are—Honolulu Harbor 40-foot depth and a study to determine how explosives can be better handled in Honolulu Harbor.

From time to time various studies have been made of small-boat harbors for use as refuge harbors, and for the use of commercial fishermen and for pleasure crafts. Other similar studies have been proposed for which no funds are available. I think it would be advisable to have a study to create a master plan for these harbors which could serve as a guide to the Territorial legislature which frequently has expended funds on small-boat harbors. A survey of this nature was started several years ago and was 22 percent complete when no further funds were available.

Another study of importance is that of Hilo Harbor which must now accommodate large passenger vessels as well as freighters.

The Island of Molokai is being further developed by an irrigation project entirely financed by the Territory which will expand the pineapple production of the homesteaders in that area. The construction of a cannery on that island is now being considered, which

would ultimately require the deepening of the existing harbor to accommodate oceangoing freighters. I sincerely hope the committee will provide the engineers with sufficient funds so that these studies can progress at a faster pace than they have in the past. I understand that only about $10,000 in survey funds will be available to the Territory in fiscal 1958. I respectfully request you gentlemen seriously consider our survey problem in your deliberations on the survey funds to be made available to the Corps of Engineers.

Thank you for your courtesy and for your kind consideration. The opportunity of appearing here is certainly a privilege and an honor.

Now, I would like to present Mr. Hull.

STATEMENT OF WILLIAM J. HULL

Mr. HULL. My name is William J. Hull. I represent the Affiliated Chamber of Commerce of Hawaii composed of all 12 chambers of commerce in the Territory as well as the Propeller Club of the United States, port of Honolulu.

We greatly appreciate this opportunity to appear before you and wish to thank you for your understanding of our harbor problems as evidenced by the support you gave us this year. We join in the invitation made by Delegate Burns to come visit us and see for yourselves how these funds are being expended and to review our plans for the future. We hope that those of you who have not visited Hawaii will do so in the not too distant future, and that those of you who have will come again. We stand ready, willing, and anxious to assist you in any way possible.

Harbors are our lifeblood. They are basically our highways since practically everything must pass through one or more of our harbors. We pay in taxes to the Federal Government more than nine States. In addition, we are paying taxes for the Interstate and Defense Highway System for which we receive no direct benefits. It would seem reasonable that in arriving at harbor appropriations for Hawaii, some consideration be given to these factors.

Attached hereto is a letter (marked A) authorizing me to speak on behalf of the affiliated chambers of commerce in Hawaii together with a list of the Hawaiian harbor projects (marked B), which list is approved by the chambers in the order of their ideas on their priority.

CONSTRUCTION

The Kawaihae Harbor project is proceeding with full local cooperation. I will not repeat the statements I made to the committee last year listing the 10 main points justifying this project. They are in last year's record and are as applicable today as they were then. In fact some of them could be further strengthened. It appears that the tonnage predictions made at that time may be low. While it was known at that time the Army would use the harbor, the extent of its use was unknown. It now appears that the Army use will be approximately 100 vessel calls per year and that their tonnage alone will be in excess of 100,000 tons annually. We agree fully with the amount budgeted to carry this work throught fiscal 1958. We trust that the

work will be finished early in fiscal 1959 and that this project which started with a preliminary examination in 1947 will become an integral operating unit in the economy of the Territory for which we have you gentlemen to thank.

PLANNING

The project to provide a second entrance channel to Honolulu Harbor has taken on considerably more importance since its inception in 1949. This project was reported on favorably in a 1949 survey and was authorized by the River and Harbor Act approved September 3, 1954. Since that time the port has become considerably more congested and the need for this facility has expanded greatly. Attached hereto (and marked C) is an 11-page report prepared by the maritime affairs committee of the Chamber of Commerce of Honolulu and the harbor development committee of the Propeller Club of the United States, port of Honolulu. This report was prepared on the subject of a new overseas passenger and freight terminal to be built in Honolulu Harbor by the Board of Harbor Commissioners. Since this report was prepared the Territorial legislature has authorized the harbor board to proceed with this new terminal. The report shows quite pointedly the increase in ship traffic and tonnages in Honolulu Harbor and also estimates the future traffic growth in the harbor. It will be noted that freight tonnages are estimated to increase by 500,000 by 1962 and that passenger vessel calls alone will increase from 91 in 1956 to 172 in 1958. Passenger vessels of up to 40,000 tons will be calling at Honolulu by 1960.

The relief of port congestion is the principal purpose of the second entrance channel project. It will also eliminate blockage of the existing channel resulting from the grounding of vessels and improve sanitary conditions within the harobr. Needless to say it will also be important from the viewpoint of national defense, and incidentally it will considerably increase the supply of fish bait for commercial fishermen. (Note: The fishing industry has been traditionally hampered in the Territory by the scarcity of fish bait which propagates in some of our harbors. By increasing the circulation of water within the harbor this supply will be greatly increased.)

Local cooperation assurances have been made. Attached hereto (and marked D) is a copy of a resolution from the Propeller Club of the United States, port of Honolulu, urging that sufficient planning funds be appropriated in 1958 to complete the planning necessary for this project.

MAINTENANCE FUNDS

In the interest of maximum economy to the United States and in the interest of safety to merchant vessels we believe the Nawiliwili breakwater should be repaired without delay. Each year the winter storms remove a little more of the outer end of the breakwater. This loss sets up wave action within the harbor which is dangerous to vessels entering and leaving the harbor. It also sets up destructive erosion along the sides of the harbor.

SURVEY FUNDS

Mr. C. H. Burnett, Jr., has already appeared before you gentlemen requesting that sufficient funds be allocated to the engineers to com-

plete the study of the enlargement of the turning basin at Kahului, Maui. In this connection the Propeller Club of the United States, port of Honolulu, has a dopted a resolution of a similar nature which is attached hereto (and marked E).

On the subject of surveys we suggest that the sum of not less than $50,000 annually be allocated by the engineers for the purpose of completing studies of Hawaiian projects outstanding now. In our opinion, the studies listed on attachment B are of great importance to us and we would like to see them expedited since our whole economy revolves about our harbors. Our economists tell us we must provide 7,000 new jobs each year for the next 10 years to take care of our high-school and college graduates. To do this we must expand our economy.

Thank you for this opportunity to appear before you.

EXHIBIT A

AFFILIATED CHAMBERS OF COMMERCE OF HAWAII,
Honolulu, T. H., April 24, 1957.

Mr. WILLIAM JANNEY HULL,
Castle and Cooke, Ltd., Honolulu, T. H.

DEAR MR. HULL: Your willingness to accept this appointment to represent the Affiliated Chambers of Commerce of Hawaii at hearings on the annual budget for the Army engineers, and before the National Rivers and Harbors Congress, in Washington, D. C., during your visit in May 1957, is much appreciated.

This letter authorizes you to testify on behalf of the 12 chambers of commerce in Hawaii.

Your instructions are to support the projects approved by the ACCH board of directors as listed on the attached page.

Your assistance in this is much appreciated.

Sincerely yours,

WAYNE RICHARDSON, Jr., *President.*

EXHIBIT B

APRIL 19, 1957.

FEDERAL CIVIL WORKS—HARBOR IMPROVEMENT PROJECTS

The board of directors, at their annual ACCH meeting on February 8, 1957:

I. Approved the following priority assignments for Federal civil-works projects to be undertaken by the United States Army Corps of Engineers in the Territory of Hawaii.

A. Project studies:
1. Kahului Harbor enlargement, Maui, T. H.
2. Honolulu Harbor 40-foot depth, Oahu, T. H.
3. Honolulu Harbor explosive anchorage.
4. Hilo Harbor tidal wave seawall.
5. Harbors for light-draft vessels.
6. Hilo Harbor lava barrier.

B. New construction work:
1. Kawaihae Harbor, Hawaii, T. H.
2. Second entrance, Honolulu Harbor.

C. Operations and maintenance projects: Nawiliwili Harbor, breakwater repairs.

II. Approved advising the maritime affairs committee of the Chamber of Commerce of Honolulu, and other interested parties, of the support of the ACCH for:

A. Kaunakakai deepwater harbor, Molokai, T. H.

B. Hilo Harbor, Hawaii, T. H.—Extension of project line to enable harbor board improvements to pier 1 (simultaneous accommodations for passenger and cargo vessels).

GEORGE H. McLANE,
Secretary.

Exhibit C

New Overseas Passenger and Freight Terminal, Honolulu Harbor

Why it is needed—what it will mean to the people of the Territory of Hawaii

Maritime Affairs Committee, Chamber of Commerce of Honolulu; Harbor Development Committee, Propeller Club, Port of Honolulu, 1957

In 1947, the Territorial legislature authorized the sale of revenue bonds for the construction of what is now Diamond Head Terminal (pier 2). The terminal was completed in March 1955, and today is bringing in more revenue than all of the other Territorial piers at Honolulu combined.

Today, in 1957, the Territory is again faced with the need to expand its gateway harbor facilities. The board of harbor commissioners and the maritime community is proposing construction of a modern combined passenger and freight terminal at Honolulu Harbor.

The need is not limited to passenger facilities, although this need in itself is sufficient to justify the construction of the proposed new terminal.

It will be noted from table 1, that a substantial number of vessels discharging and/or loading cargo at Honolulu were forced to utilize Army piers because of lack of private or Territorial piers. This resulted in loss of revenue to the Territory and private operators. Had it not been for the cooperation of the Army, the shipowners would have suffered substantial delays that might well have been reflected in increased freight rates.

Table 1 shows that in 1955, the year Diamond Head Terminal was placed in operation, 467,155 tons of cargo moved across Territorial piers. This compares with 192,054 tons handled over Territorial piers in the preceding year. Additionally, Diamond Head Terminal in the fiscal year ending June 30, 1956, earned for the Territory 54 percent of the revenues derived from wharfage and dockage.

We have projected the amount of cargo moving through Honolulu Harbor to 1962 based on the increase from 1951 through 1956. You will note that the combined increase, as shown in table 1, anticipated by both private and Territorial operators totals approximately 500,000 tons. This figure compares favorably with the increase enjoyed by the Territory as a result of the construction of Diamond Head Terminal. With construction of the proposed new cargo-passenger terminal, the Territory will enjoy the benefits of the estimated increased tonnage. This assumption is based on the fact that all pier facilities, both private and Territorial, are presently being utilized to near capacity. There also appears little likelihood of any further expansion of privately owned piers.

You will recall that the construction of Diamond Head Terminal was authorized in 1947, but was not completed and placed in operation until March of 1955, 8 years later. Assuming that the same time factor will apply when this legislature acts favorably, the new pier may not be available until 1965.

It is clear to those of us associated with the transportation industry in Hawaii that any further delay can only result in excessive vessel delay, and increased cargo handling costs, which must ultimately be borne by the people of our community.

In table 2, we have shown the impact of surface visitors in terms of Territorial tax collections in 1956 and 1958.

In table 3, we have shown the estimated percentage of total visitor spending in Hawaii accruing to the Territory in the form of taxes.

In table 4, we have shown comparative expenditures by surface visitors to Hawaii for 1956 and 1958, and in table 5, you will find the relative number of calls of vessels and estimated number of passengers for 1956 and 1958.

These figures are self-evident. They graphically portray the tremendous increase in ocean transportation and its impact in terms of benefits to our community.

It is apparent that in 1958 ocean transportation will play an extremely important part in the tourist industry, the industry with the greatest growth potential.

Despite the substantial increase in surface passenger travel, by 1958, the ocean carriers will be transporting about 30 percent of the visitors to Hawaii as compared to 49 percent in the Atlantic trade. We believe that the steamship operators in the Pacific have only just begun to expand their operations and within the next few years Pacific ocean transportation will equal or exceed the Atlantic ratio of passengers carried by surface as compared to air.

As proof of this, Orient Line has announced that their new 40,000-ton vessel *Oriona* with a capacity of 2,200 passengers will enter the Pacific trade in 1960. It has also been announced that Peninsular & Orient's new vessel of comparable size will be completed the same year and will join the *Oriona*.

American President Line is negotiating with the Government for the construction of a new giant passenger liner.

Nippon Yusen Kaisha (NYK) has announced plans for the construction of two new passenger liners. It is reasonable to anticipate that Matson will continue to keep pace with the growth of tourism in the Pacific by constructing additional new vessels as justified.

Hawaii is on the brink of a dynamic expansion of tourism and trade in the Pacific and as this develops, new shipping interests will be attracted to this area just as Waterman Line, Pacific Transport Lines, Orient Line, Pacific Far East Line and Hawaiian Steamship Co. have been attracted in recent years.

We, in Hawaii, are extremely fortunate that we are ideally geographically located and, therefore, serve as a crossroads for the Pacific. Also, we enjoy one of the finest climates in the world and the islands are noted for their beauty and the warmth and hospitality of the people. These factors encourage the steamship operators serving the Pacific to include Hawaii as a port of call; therefore, when we speak of the growth of tourism, we are not limiting our thoughts to the growth of tourism in the islands alone, but to the growth in the entire Pacific basin. It is our responsibility to insure that we are in a position to capitalize on this. In order to do so, we must provide suitable piers and facilities to efficiently handle our visitors in surroundings in keeping with the fine reputation enjoyed by our islands. It is a proven fact that the first impression of a visitor to any tourist area is generally a lasting impression and can influence substantially the visitor's attitude.

Time is of the essence. The need is immediate and the attached tables establish the economic justification for construction of the proposed new cargo-passenger terminal. Those of us who are responsible for the management of the steamship industry in Hawaii—the Chamber of Commerce of Honolulu and the Propeller Club, Port of Honolulu—respectfully urge favorable consideration of H. R. 471.

TABLE 1.—*Comparative cargo tonnage for the port of Honolulu*

Fiscal years ended June 30	Territory	Private	Army
1951	138,962	2,859,802	277,985
1952	121,504	3,128,675	542,627
1953	157,653	3,215,505	284,316
1954	192,054	3,123,371	235,351
1955 [1]	467,155	2,853,842	178,090
1956	754,930	3,074,364	[3] 194,378
1962 [2]	853,070	3,474,030	

[1] Diamond Head Terminal completed on Mar. 30, 1955. Partial operation began December 1954. Formal dedication May 22, 1955.

[2] Projected earnings from wharfage and dockage for fiscal year ended Mar. 30, 1956:

	Amount	Percent
Diamond Head Terminal	$205,256.46	54
All other Territorial facilities	174,528.85	46
Total	379,785.31	100

[3] Includes 29,700 metric tons commercial loaded and/or discharged by 20 commercial vessels due to lack of space on Territorial or private piers. 6 additional vessels loaded 19,000 tons of scrap across Army piers for the same reason.

Source: Board of Harbor Commissioners.

TABLE 2.—*Surface visitors to Hawaii and their impact in terms of Territory of Hawaii tax collections 1956 and 1958*

	1956	1958	Change 1958–56
			Percent
Number of passengers inbound [1]	56,551	103,165	+82
Number of terminating passengers [1]	26,263	57,970	+121
Number of through passengers [1]	30,288	45,195	+49
Number of passenger ship calls [1]	91	172	+89
Gross spending in Hawaii by visitors [2]	$14,304,000	$32,893,000	+130
Tax revenue accruing to the Territory of Hawaii	$2,575,000	$7,006,000	+172
Attributable to:			
(*a*) "Surface" visitor spending [3]	2,145,000	5,855,000	+173
(*b*) Carriers and crews [3]	430,000	1,151,000	+177

[1] See table 4.
[2] See table 3.
[3] See tables 2 and 3.

TABLE 3.—*Estimated taxes attributable to visitor industry as percent of total visitor spending in Hawaii*

	1956	1958
	Percent	*Percent*
I. Attributable to visitor expenditures	15	17.8
II. Attributable to expenditures of carriers and crews	3	3.5
Total	18	21.3

Source: Tax Foundation of Hawaii.

TABLE 4.—*Visitor expenditures by surface visitors to Hawaii, 1956 and 1958*

Type of passenger	Estimated visitor dollars (in thousands)					
	1956			1958		
	Total	Terminating	Through	Total	Terminating	Through
All surface passengers	14,304	13,657	647	32,893	31,884	1,009
Total liners and cruise ships	13,974	13,329	645	32,544	31,537	1,007
Passenger liners	13,704	13,323	381	32,119	31,529	590
Cruise ships	270	6	264	425	8	417
Freighters	330	328	2	349	347	2

NOTE.—Adjusted for terminating residents.

Source: John Child & Co., research committee of HVB.

TABLE 5.—*Number of calls made to Honolulu and estimated number of passengers carried by surface carriers in 1956 and projections for 1958*

Type of ship	Number of calls		Estimated number of passengers					
			1956			1958		
	1956	1958	Total	Terminating	Through	Total	Terminating	Through
All surface carriers	154	237	56,551	26,263	30,288	103,165	57,970	45,195
Total liners and cruise ships	91	172	55,844	25,633	30,211	102,465	57,340	45,125
Passenger liners	87	168	53,804	25,621	28,183	99,430	57,325	42,105
Cruise ships	3	4	2,040	12	2,028	3,035	15	3,020
Freighters, etc	+67	65	707	630	77	700	630	70

Source: Carrier data, files of John Child & Co.

NOTE.—Estimate of spending per person in Hawaii:

(*a*) Terminating visitors	$520.00
(*b*) "Through" passengers	13.50
(*c*) "Cruise ship" passengers	130.00
(*d*) "Freighter" passengers	20.00

TABLE 6.—*Types of vessels calling at the port of Honolulu, T. H.*

	Gross tonnage	Length overall	
		Ft.	*In.*
Passenger ships:			
Lurline	18,564	605	
Leilani	18,298	573.5	
Matsonia	18,170	605	
President Wilson	15,437	573.4	
President Cleveland	15,437	573.4	
Mariposa	14,812	529.6	
Monterey	14,799	529.6	
Orsova	28,790	722	10
Oronsay	27,632	708	08
Orcades	28,164	681.7	
Orion	23,696	640.3	
Hikawa Maru	11,625	511.6	
President Polk	9,260	468.3	
President Monroe	9,255	468.3	
Cruise ships:			
Caronia	34,183	687.5	
Kungsholm	21,141	587.7	
Statendam			
Projected ships:			
Oriona	40,000	810	
P. & O. liner	45,000	810	
2 NYK liners	22,000	600	
APL liner	35,000	826	
Cargo ships:			
C-3 type	8,383	465	03
Mariner type	9,214	528	06

[1] 5 passenger-carrying vessels in service 1953 as compared to 17 liners for 1958.

EXHIBIT D

PROPELLER CLUB OF THE UNITED STATES—PORT OF HONOLULU

RESOLUTION

Whereas the Territory of Hawaii is dependent on the waterborne shipment of material and equipment from the United States mainland to sustain its economy; and

Whereas the port of Honolulu is the only major port on the island of Oahu and as such the only point of entry for these waterborne shipments; and

Whereas the volume of these shipments and the number of passenger vessels calling at this port are increasing annually; and

Whereas the harbor of the port of Honolulu is presently provided with one entrance capable of handling one-way traffic only, with the imminent possibility that this entrance could be blocked by a casualty, thereby closing the harbor indefinitely with no access to the sea; and

Whereas the physical position of Honolulu Harbor is such that a second entrance to the harbor could be constructed with considerable benefits, such as relieving harbor congestion, opening up considerably more harbor area for development by private interests, providing an area for the establishment of an explosive-handling facility away from the present facility in the center of Honolulu Harbor, and establishing a tenable harbor for military use in time of a national emergency: Now, therefore, be it

Resolved, That the Chief of Army Engineers allocate sufficient funds for the completion of the design of this project, and further that the Congress of the United States appropriate sufficient funds to complete this project in the fiscal year 1958.

Adopted by the board of governors, Propeller Club of the United States, port of Honolulu, at its regular meeting April 25, 1957, at Honolulu, T. H.

R. W. EVANS,
President, Propeller Club of the United States, Port of Honolulu.
B. P. THIBADEAU,
Chairman, Harbor Development Committee, Propeller Club of the United States, Port of Honolulu.

THE PROPELLER CLUB OF THE UNITED STATES,
PORT OF HONOLULU,
Honolulu, T. H., May 7, 1957.

CONGRESSIONAL HEARINGS

Mr. W. J. HULL,
Honolulu, T. H.

DEAR MR. HULL: With reference to our recent conversation on the forthcoming hearings to be held in Washington on the Army engineers' budget, we would be pleased if you would be kind enough to present the views of the Propeller Club of the United States, Port of Honolulu, on two projects which we understand will be discussed at those hearings. Specifically, the projects are the second entrance to Honolulu Harbor and the enlargement of the Kahului turning basin.

We enclose copies of resolutions adopted by the board of governors of the Propeller Club at their meeting of April 25, 1957, relative to these two projects.

We also enclose for your information a copy of a study presented to the territorial legislature on behalf of legislation authorizing a new passenger terminal and which reflects what we consider to be a conservative forecast of the increased use of Honolulu Harbor in the future. Your attention is directed to page 1 of the study, which predicts an increase of 500,000 tons of cargo annually by 1962. Your attention is also directed to tables 2 and 5, reflecting a known increase of passenger-ship calls from 91 calls in 1956 to 172 calls scheduled for 1958.

We would like to point out that the present size of passenger vessels as well as the vessels projected for the future is such that considerable congestion of harbor traffic will exist, particularly in view of the fact that the projected schedules call for simultaneous daily arrivals of many of these vessels. We are also enclosing a list of the dimensions of the vessels now serving Honolulu, as well as the dimensions of the projected vessels for this service.

Please consider this letter official authorization for you to represent the Propeller Club of the United States, Port of Honolulu, at the aforementioned hearings.

Very truly yours,

RICHARD W. EVANS, *President.*

EXHIBIT E

PROPELLER CLUB OF THE UNITED STATES—PORT OF HONOLULU

RESOLUTION

Whereas the Propeller Club of the United States, port of Honolulu, is vitally concerned with the harbor facilities of the Territory of Hawaii and has established a harbor development committee, whose sole function is to study harbor facilities in the Territory with particular reference to safe and economic usage, and

Whereas this committee has made considerable study of difficulties experienced in the past, maneuvering vessels in the turning basin of Kahului Harbor, Kahului, Maui, said difficulty being due to limits of the turning basin and prevailing winds, with particular reference to the effect of these winds on light-draft vessels, and has found that a real danger does exist at said harbor, and

Whereas the proposed enlargement of the turning basin has been studied and found to be both desirable and necessary for safe and economical operation of the port, and the committee has recommended to the board of governors of the Propeller Club of the United States, port of Honolulu, that this project be adopted as proposed; Now therefore be it

Resolved, That the Chief of Army Engineers allocate sufficient funds for the completion of the study of this project, and further that the Congress of the United States appropriate sufficient funds to complete this study in the fiscal year 1958.

Adopted by the board of governors, Propeller Club of the United States, port of Honolulu, at its regular meeting April 25, 1957, at Honolulu, T. H.

R. W. EVANS,
President Propeller Club of the United States, Port of Honolulu.

B. P. THIBADEAU,
Chairman, Harbor Development Committee, Propeller Club of the United States, Port of Honolulu.

STATEMENT OF WILLIAM M. WACHTER

Mr. BURNS. I would like to present Mr. Wachter.

Mr. WACHTER. Mr. Chairman, my name is William M. Wachter. I am here as chairman of the Board of Harbor Commissioners of the Territory of Hawaii. I wish to thank the committee for your prior considerations that have made it possible for the start of construction on Kawaihae Harbor as well as the continuing maintenance and repair of the harbors throughout the Territory.

I especially wish to thank the members of the committee that have visited our fair islands to learn about our problems at first hand. I respectfully invite the members of the committee again to come to Hawaii to observe our growing population and expanding economy.

Hawaii's lifeline of transportation is the sea. That is why we have a very deep and vital interest in harbors and harbor improvements. Our counties are separated by miles of ocean waters. Commerce between the islands must be loaded aboard a barge and carried over the water. In this respect, harbors and water transportation between the counties should be considered as part of our intercounty transportation and communication system, quite similar to farm-to-market roads and highways.

Last year the Congress appropriated $1,700,000 to start the new harbor at Kawaihae on the island of Hawaii. Funds to continue this project are in the proposed budget.

The Territory has spent $500,000 for the construction of an interisland barge harbor at Kawaihae and is prepared to spend $1 million for shoreside and wharf facilities. The local interests will spend another $1 million for sugar and molasses storage, handling, and loading facilities.

The Territory has acquired the land necessary for this project and have caused people to be displaced. We strongly urge the earliest possible completion of this project.

We also ask that the Corps of Engineers planning, maintenance, and survey budget be sustained, and, if possible, increased to take care of planning, critical maintenance, and the most vital surveys.

Planning funds to prepare a part of the construction plans and specifications for the second entrance channel to Honolulu Harbor are included in the proposed budget. Completion of this project is of major importance to the expanding economy of the Territory.

Industrial expansion is vital to the economy of the Territory. Additional expansion of shoreside facilities and wharfs to support this industrial expansion must take place in the direction of the second entrance channel to Honolulu Harbor. Projections indicate that the tonnage of freight coming in and out of Honolulu Harbor will have increased by 500,000 tons per year by 1962. In addition, the known passenger and cruise ship calls to the port of Honolulu in 1958 will double that of 1956.

The Territory has started the preparation of construction plans and specifications for a $12 million freight passenger terminal and is prepared to spend $6,500,000 for the first unit of this new facility.

Major repairs to Nawiliwili Harbor breakwater should be effected as quickly as possible as the damage is continuing and the total costs is increasing the longer that this work is deferred. Fortunately, the seismic wave of March 9, 1957, which caused serious damage to the Hanapepe area on the island of Kauai failed to strike the damaged Nawiliwili Harbor breakwater.

There are several studies that should be completed. We believe that the Territory needs an annual allotment of $50,000 to satisfactorily complete the most vital studies that have already been authorized. We earnestly seek your favorably consideration of our requests.

Mr. RABAUT. Are there any questions?

Mr. JENSEN. What is the estimated cost of the Honolulu Harbor improvement?

Mr. HULL. The total cost is about $3,500,000.

Mr. JENSEN. What, if any, is the local participation?

Mr. HULL. The local participation is furnishing the necessary land and any shoreside facilities plus assuming the operation of a drawbridge involved in the project.

Mr. JENSEN. Other than that there is no local participation?

Mr. HULL. That is correct.

Mr. JENSEN. What, if any, is the local participation in the Kahului Harbor and what is the estimated cost of that project?

Mr. HULL. That project is in the survey stage.

Mr. JENSEN. I realize that. The estimated cost has not been determined?

Mr. HULL. That is correct, sir.

Mr. JENSEN. Have the local authorities made any offer of local participation for the improvement of this project?

Mr. WACHTER. No. Our participation is shoreside facilities and all of the land necessary to accomplish that work.

Mr. JENSEN. How about the next project, the Kalaupapa landing? Is that the same category?

Mr. HULL. Attached to my statement is a priority list of studies in order, and that one is not on our list.

Mr. JENSEN. You asked for general investigation $5,800.

Mr. BURNS. That is for the Kalaupapa settlement, which is a leper colony where a considerable part of the cost is borne by the Federal

Government at the present time. At the moment they can only bring goods in there once a year or so.

Mr. JENSEN. How about the Nawiliwili Harbor, operation and maintenance. That has already been completed.

Mr. HULL. That project has been completed. The breakwater maintenance has not been started.

Mr. JENSEN. There is an item for $255,000 in the budget for operation and maintenance.

Mr. HULL. That is for the breakwater repair, sir.

Mr. JENSEN. How about Palolo and Manoa Valleys, $500?

Mr. BURNS. That is a flood-control project. It is in the initial stages.

Mr. JENSEN. And the same thing is true of the Wailua River?

Mr. BURNS. That is in the initial stage of investigation.

Mr. JENSEN. The reason I asked you these questions is this: With regard to hundreds of millions of dollars for harbor and channel deepening we find that very little, if any, local participation is found in any of them. After all, they are of great benefit to the water carriers and to the people in those areas. Some of us on the committee feel that there should be more local participation; in fact, I know a number of members on the committee give projects that are in the making greater favor and feel more like appropriating money for them when the people in the local areas show good faith by local contributions.

The people of Hawaii have a pretty high per capita income and we are happy that they do. I have been to those islands twice and I enjoyed myself greatly. I am happy they have that wonderful economy over there. It might be well, and I suggest in getting more appropriations for such improvements in the Congress of the United States, that they have local contributions to the extent that it is possible for them to afford it. I do not need to tell you gentlemen that the American people are demanding economy in government, and I hope we can continue to appropriate for these projects which are so necessary for the development of any area. But you know the time may come when the American people will say, "Let us see how much these people in these different areas appreciate Federal aid. Let us just see how much they appreciate it and how much they will appreciate it." That time may not be too far off.

If I had proposed projects of this nature in my district I would say to the people that they better chip in and do what they can to help out in this project that is so worthy.

If you have any comment to make on that I will be glad to hear it.

Mr. BURNS. I appreciate your remarks and I share your feelings. I think the record will show—I do not have it immediately available—that Hawaii has participated in the projects.

Mr. JENSEN. I know that is right.

Mr. BURNS. And we have borne our share of the cost.

Mr. JENSEN. I do not want you to get out of the habit.

Mr. BURNS. I appreciate your remarks and I think they are worthy. I think on that basis alone Hawaii is deserving of the consideration she asks, because we do not come in for large-scale projects but projects that have meat in them and are worthwhile.

Mr. EVINS. I was interested in Mr. Burns' statement and also in Mr. Hull's statement, where he shows that Hawaii pays more taxes

in total than nine of our States, and is also contributing to the Federal highway program and not participating. Why are you not participating in the Federal highway program?

Mr. BURNS. May I make a slight correction? We are participating in the matching fund program for primary and secondary roads. We do not participate in the interstate highway, which, under the new bill passed last year, is a tremendous sum of money. We do not get any money back on that, although we pay the same taxes that are paid in every State. We do have a high per capita income and we bear more costs of the Federal Government than 9 of the States; my last figure on it was 10.

Mr. EVINS. I have one further observation. These are rather interesting figures. In 1956, 55,000 people visited Hawaii. In 1958 you estimate 103,000 will visit Hawaii, or an increase of 82 percent. In the next column there is shown the number of terminating passengers, which is up 121 percent. It does not seem that you are having an exodus from Hawaii, but that they are going there and remaining and staying.

Mr. BURNS. We are adding to our population. Our growth has been rather remarkable. It is not equal to Alaska because the figures there are small, but it is a remarkable growth.

We thank you very much for the courtesy that you have shown us.

MONDAY, MAY 20, 1957.

BONNEVILLE POWER ADMINISTRATION AND OTHER PUBLIC-WORKS PROJECTS

WITNESSES

HON. DON MAGNUSON, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF WASHINGTON
ALEX RADIN, GENERAL MANAGER, AMERICAN PUBLIC POWER ASSOCIATION
KEN BILLINGTON, EXECUTIVE SECRETARY OF THE WASHINGTON PUBLIC UTILITY DISTRICTS ASSOCIATION
GUS NORWOOD, EXECUTIVE SECRETARY OF THE NORTHWEST PUBLIC POWER ASSOCIATION

Mr. RABAUT. We now have Mr. Radin, general manager of the American Public Power Association, and I will turn the committee over to Mr. Magnuson.

Mr. MAGNUSON. We have at this time three gentlemen who will address themselves to projects in my State and the Pacific Northwest: Mr. Alex Radin, general manager of the American Public Power Association; Mr. Ken Billington, executive secretary of the Washington Public Utility Districts' Association; and Mr. Gus Norwood, executive secretary of the Northwest Public Power Association.

STATEMENT OF ALEX RADIN

Mr. RADIN. My name is Alex Radin. I am general manager of the American Public Power Association, a national trade organization which represents more than 800 local publicly owned electric utility systems in 40 States, Puerto Rico, and Alaska.

While we support all economically feasible multipurpose projects, since we believe these projects add to the national wealth and promote a more vigorous economy, we would like to take this occasion to go on record, specifically, in favor of projects in three areas: (1) The Pacific Northwest, (2) the Potomac River Basin, and (3) the Missouri Basin. I will discuss our interest in these areas briefly, as follows:

1. The Pacific Northwest: In connection with projects in this area, we endorse the statements submitted to your committee by Kenneth Billington, executive secretary of the Washington Public Utility Districts Association, and Gus Norwood, executive secretary of the Northwest Public Power Association. The organizations which they represent are affiliates of the American Public Power Association. We endorse their statements not only on the grounds that they reflect the needs of the local public agencies of the Pacific Northwest but also for the reason that the program they recommend would advance the national interest in the development of our natural resources.

Multiple-purpose hydro development projects represent one of the few areas in which the Federal Government's investments are self-liquidating. The power investments already made in the great dams on the Columbia River are being repaid with interest—and the repayments are ahead of schedule. According to the latest annual report of the Bonneville Power Administration, $202.2 million had been repaid as of June 30, 1956, on the Federal investment in dams, transmission lines and other power facilities in the Columbia basin. On the oldest dam, Bonneville, 41 percent of the investment had been repaid, with interest, 18 years after its completion. Considering the long life of this facility, this is a rapid rate of repayment. BPA is ahead of schedule on its total repayments to the Treasury by an amount of $77.1 million.

I have dwelt on the self-liquidating aspect of these projects in order to emphasize that the Federal Government does not save money by avoiding or limiting expenditures for such facilities. On the contrary, a bold and aggressive program for developing the resources of the Columbia River would be of positive benefit to the Government because of the needed boost it would give to the economy of the Northwest and, consequently, to Federal tax revenues from the region.

We therefore wholeheartedly support the President's budget request for funds for projects in the Pacific Northwest and also recommend that additional funds, as indicated in the statements, by Mr. Billington and Mr. Norwood, be provided for certain projects on which more rapid progress is possible and highly desirable.

We particularly urge the committee to include appropriations of up to $8 million to enable construction to start this year on John Day Dam. Last year, the Congress increased the planning funds for John Day Dam in order to expedite completion of plans so that its construction could begin as soon as possible. We understand because of this action construction could begin this year. In view of the urgent need for the additional capacity of 1,200,000 kilowatts represented by the John Day project, we urge that the committee follow up on its action of last year by including funds to allow construction to begin promptly on John Day.

We also endorse the recommendation by Mr. Billington and Mr. Norwood that the appropriation for Ice Harbor lock and dam be increased from $18.5 million, as requested by the President, to $25

million, in order to avoid costly delays and allow the most expeditious rate of progress to be made on this important project. We would likewise recommend increasing the budget request for the lower Monumental lock and dam project from $200,000 to $930,000 in order to permit savings in total costs through joint construction of Ice Harbor and lower Monumental.

We also recommend increasing the planning funds for Green Peter Reservoir from $225,000 to $500,000 to permit completion of planning during the coming fiscal year.

In addition to the funds requested for the Army Corps of Engineers' projects, including Chief Joseph, Hills Creek, and Cougar projects, we support the budget requests of the Bonneville Power Administration for $25,232,000 for construction and $8,630,000 for operation and maintenance. The Bonneville grid system is of course essential for the transmission of the power produced by the Federal hydro plants and at the same time is the backbone of the Northwest power pool, which has achieved important economies in the operations of both the publicly and privately owned utilities in the region.

We understand that officials of the local public-power systems of the Northwest have reviewed and approved of the amounts requested by Bonneville for construction and for operation and maintenance. Since these local systems and the other Bonneville customers will in the final analysis bear the costs of these items through their power bills, it seems reasonable to assume that they have found these budget requests to be necessary and justified.

In building the Federal power system in the Pacific Northwest, the Government has created one of the great assets of this country. We urge you to provide the funds in the 1958 appropriations that are necessary to the continued health and growth of this system and of the region which it serves.

2. Potomac River Basin: In addition to these remarks on the Pacific Northwest projects, I should like to comment very briefly on the item in the Corps of Engineers budget for $105,000 for continued restudy of the Potomac River Basin.

We urge that this appropriation request be approved, since it deals with one of America's most underdeveloped rivers. Certainly the Potomac, directly affecting four States and the District of Columbia, should be carefully studied to bring forth the best plan for multipurpose river-basin development.

This Association's Legislative Committee, at its meeting in January of this year, approved a resolution calling for multipurpose development of projects on the Potomac River, where feasible, and for congressional action on the River Bend project as soon as possible.

We therefore recommend approval of the $105,000 budget item for continued study of the Potomac River Basin by the Corps of Engineers. We also recommend that the corps be asked to complete its study of the River Bend project as quickly as possible.

Considerable testimony has already been presented as to the need of multipurpose projects on the Potomac River for domestic and industrial water purposes and for pollution control and recreation. We can assure your committee that there is likewise a need for these projects to provide low-cost power to municipal utilities and rural electric cooperatives of this area.

3. Fort Randall-Grand Island transmission line: I would also like to urge, on behalf of our association, the appropriation of necessary funds for the construction of the 230-kilovolt transmission line from Fort Randall Dam to Grand Island, Nebr.

Power loads in the State of Nebraska, particularly in the area served by Nebraska public power system, have been growing rapidly in recent years. The nature of these power loads, especially for pump irrigation, is such that summer "peaks" on the Nebraska public power system are well above winter "peaks." This margin of summer demand over winter demand is now approaching 100,000 kilowatts, and total power demands for this system are doubling every 6 years, according to recent reports.

The Missouri River Basin project's characteristics—with large amounts of secondary or "summer" firm power available—mean that the Government has an ideal market in Nebraska to meet demands there for summer pump irrigation and air conditioning loads. However, to bring this needed power to Nebraska, it is imperative that this 230-volt line be built. It has been found to be economically feasible by the Department of the Interior, and would be repaid in full, with interest, by the power users.

We urge appropriation of funds to build this line because it (1) would give the Government a market for sale of this seasonal power for which there is no other foreseeable market at the present time except at dump rates; (2) would stimulate Nebraska's agricultural economy by permitting wider use of abundant ground water resources, one of the most important resources of the State of Nebraska, and (3) would be in accord with the traditional policies followed by Congress in providing funds for the marketing of federally produced power.

Mr. MAGNUSON. Mr. Billington.

Mr. BILLINGTON. I have a prepared statement that I would like to submit for the record.

Mr. RABAUT. It will be inserted in the record at this point.

(The statement referred to is as follows:)

WASHINGTON PUBLIC UTILITY DISTRICTS' ASSOCIATION,
Seattle 1, Wash., May 1957.

STATEMENT BEFORE THE APPROPRIATIONS COMMITTEE RELATING TO PACIFIC NORTHWEST PUBLIC WORKS PROJECTS AND THE BONNEVILLE POWER ADMINISTRATION TRANSMISSION SYSTEM

My name is Ken Billington. I serve as executive secretary of the Washington Public Utility Districts' Association. This association is comprised of 23 member public utility districts, 20 of which operate electric and water utility systems in the State of Washington. They are responsible for electric utility service in over half of the land area and to over one-fourth of the population of the State. We have in excess of 230,000 electric and 12,000 water customers.

Last year in our testimony before the Appropriations Committee we referred to Congress as the "board of directors" of the Columbia River power system. We feel this reference takes on a special significance this year in the light of the budgetary requests made of Congress for the coming fiscal year for Northwest multiple-purpose dams and the Bonneville Power Administration transmission system. A board of directors has the responsibility to approve prudent investment and to provide for needed plant expansion to ensure that the best interest of the corporation and its shareholders, which they represent, are protected.

Certainly, the past investments made in the Columbia River power system by Congress as the board of directors for the people of our Nation have been prudent investments. This is obvious not only from the increased national wealth created

by resource development but also from analysis of the financial reports of the Northwest projects and the return of such investment along with interest to the Federal Treasury by the power users of the Pacific Northwest. At present we are ahead of the established payout schedule by over $77 million. However, we have become gravely concerned about the future as we have analyzed this year's budget recommendations to Congress for appropriations for development and control of one of our Nation's greatest resources, the Columbia River and its tributaries.

When representatives of our association appeared before congressional committees in past years, it possibly could have been charged that we had a selfish interest in the building of Northwest projects because of our being wholly dependent for a power supply upon the Federal power program resulting from such multiple-purpose projects. However, this self-interest has a good effect on our testimony because we are careful not to support wasteful or costly budget items, knowing that such will be reflected in our future power rates.

Today, the bulk of our power supply still comes from the Federal system, and we therefore would exercise the same care in supporting particular budget items. However, this year we can also point to the fact that we are not relying entirely upon Congress for our future power supply. We are proceeding with single-purpose projects where they are adaptable to full river development. These even include four large projects on the main stem of the Columbia River, at Priest Rapids, Wanapum, Rocky Reach, and Wells. We therefore feel it absolutely proper to appear before this congressional committee and seek appropriations slightly larger than those requested in the President's budget at a time when the trend is to cut the budget. We felt this was mandatory when we noted the sizeable reduction which was made in the President's budget request for the Pacific Northwest river system as compared to the funds granted by Congress last year.

The public interest dictates that certain multiple-purpose projects, like the responsibility of the Federal Government, should go forward in an orderly manner to match the efforts of the local people of the Pacific Northwest in seeking a greater national economy. Proper resource development and proper improvement in the Nation's economy prompts an orderly amount of Federal investment in these multiple-purpose projects. A slow down by the Federal partner coming at a time when there are certain danger signs in the Pacific Northwest economy and when the full efforts of the local utilities to keep ahead of the power supply demand barely gets us by can only have a disastrous result. We would, therefore, ask consideration of our recommendations, which are given as basic minimums, needed for an orderly river development program carried on by both the Federal Government and the local interests.

BONNEVILLE POWER ADMINISTRATION

The original budget request for the Bonneville Power Administration was $30,800,000 for construction purposes. Changes in the plans of local utilities have made possible the postponement of certain construction items. This, in turn, has made possible a revised budget request with a $5,568,000 reduction in the Bonneville Power Administration construction budget. We agree that this downward revision is proper and, therefore, support the reduced total of $25,232,000 for construction purposes.

We have examined the Bonneville Power Administration request for $8,630,000 for operation maintenance and support this request as the bare minimum necessary to maintain the contractual service requirements between the Government and its utility customers.

CORPS OF ENGINEERS

We have examined the budget items requested for the following:

Chief Joseph	$4, 800, 000
The Dalles lock and dam	19, 000, 000
Hills Creek Reservoir	4, 800, 000
Cougar Reservoir	6, 570, 000

We support these requests as proper for the continuation and/or completion of the named projects.

The budget request of $18,500,000 for the Ice Harbor lock and dam on the lower Snake River is not sufficient for the orderly progress of construction on this project. We would recommend an increase of $6,500,000 to bring the total appropriation to $25 million for the coming fiscal year. It should be recognized

that delays in construction caused by the lack of funds are very costly. The prospect of such delays will cause contractors bidding to do the work to increase their bids to protect themselves against the expense of these disruptions of construction progress. In addition, the shorter the time of construction, the sooner the power goes on the line, and the sooner the revenues start returning principal and interest to the Federal Government on its investment in the power portion of the project.

We would also recommend increasing the budget request for the lower Monumental lock and dam project on the lower Snake River from $200,000 to $930,000. It should be noted that the four lower Snake dams—Ice Harbor, Lower Monumental, Little Goose, and lower Granite—were authorized as a joint project but subsequently have been separated in start of construction. Last year we cited possible savings which could accrue from the joint relocation of utility facilities if the two lower dams were constructed jointly. It would be a prudent investment to grant an increase in this year's appropriation in order that this saving might possibly be secured by the Government.

We would also recommend increasing the planning funds for Green Peter Reservoir from $225,000 to $500,000 to permit completion of planning during the coming fiscal year.

Of major importance to the people of the Northwest is a new start at the John Day Dam site. This is the last potential Federal multiple-purpose project on the main stem of the Columbia River. It will provide navigation, some flood control and power. Planning funds were increased by the last session of Congress to permit completion of plans for this project and to get it ready for placement in a construction timetable to help meet the economic needs of the Northwest.

John Day Dam is an essential project located close to load centers, and the power which will come from it is urgently needed to meet the scheduled load growth requirements of the Northwest region. Work should be started this year on this project. We would support appropriations not to exceed $8 million for the coming fiscal year.

We close this portion of our statement in support of the Corps of Engineers by stressing the overall need for developing all potential multiple-purpose sites for navigation and flood control. Certainly we support proper appropriation to the corps to further its study of all the major flood-control sites in the Columbia River system below the Canadian boundary. As of now no adequate control plan is available to prevent devastating floods in the lower river regions. Cooperative effort will be needed to solve problems on fish passage and propagation in order that the major sites can be developed with the least disruption of our fishing resources.

Certainly Congress, as the "board of directors" for the Columbia power system, should be mindful of the excellent financial stability of the program, the overall increase in the Nation's economy resulting from the prudent investment in the multiple-purpose projects, the repayment of such invested funds along with interest by the power users in the Pacific Northwest, and the cooperative willingness of the local utilities in that area to meet their utility responsibility to any possible extent. We call upon the Government's participation only where it is needed to protect full and comprehensive development of the river. We urge favorable consideration of our requests.

Respectfully submitted.

KEN BILLINGTON,
Executive Secretary, Washington Public Utility District Association.

Mr. BILLINGTON. I would like to augment my statement by a few brief remarks.

First I should introduce myself as Ken Billington, executive secretary of the Washington Public Utility Districts' Association. This is an association comprised of 23 member public utility districts, 20 of which operate electric and water utility systems in the State of Washington serving 230,000 electric and 12,000 water customers.

In our prepared statement we have referred to this committee as a board of directors of the Columbia River power system. We think it is very significant at this particular time, and we would respectfully call to the committee's attention the fact while there is grave concern over the entire Federal budget of this year, the public works

projects in the Pacific Northwest have sustained a severe reduction of approximately $14 million below that which Congress appropriated last year.

I would also call the attention of the committee to the fact that in appearing before you the local utilities which I represent are making a tremendous effort as regards their own power supply; in fact, we are the group building four main-stem, single-purpose power projects. I say single purpose on the basis they are the type adaptable primarily for power production that fit into a comprehensive regional basin system.

The third point that I wish to stress is the need for an orderly continuation of a public-works program on the great Columbia River. Certainly, any development for a national good of a national resource, such as our great river, is one that should be done in an orderly fashion. To proceed on the basis of construction peaks and lows is not good for either the region or the national interest.

In our statement we have specifically called the committee's attention to the reduction from the original budget request for the Bonneville Power Administration. We support that reduction in their construction funds. That came about by means of a change in plans by a local utility. I think it serves a useful purpose to demonstrate that we do not come here supporting construction items which are not needed from a definite operating viewpoint. We do that primarily because every dollar we get for the Bonneville system must be repaid with interest and we do not want any more additional costs in our power bills than necessary.

We would urgently stress need in the orderly development with a new start at John Day and would request appropriations in any amount up to $8 million for that purpose.

Another fact which should be drawn to the committee's attention is the need for maintaining the Ice Harbor Dam on schedule because as any person would know, once started the sooner it is in a productive state, the sooner the money, at least for the power portion, can be returned to the Federal Government with interest.

That concludes my remarks.

Mr. MAGNUSON. Mr. Billington, with reference to Ice Harbor, I take it you would like more than the budgeted amount?

Mr. BILLINGTON. In our prepared statement, Congressman, we have asked for an increase from $18,500,000 to $25 million as being the figure which has been cited to us as needed to maintain an orderly construction program at Ice Harbor. If you are in the position of a contractor, naturally you are going to bid in such a manner as to protect yourself and we are informed that that amount of money would keep that project on schedule.

Mr. MAGNUSON. What would you say would be the minimum practical amount to appropriate to start the construction of the John Day?

Mr. BILLINGTON. We are informed that a proper first year's construction start would amount to $8 million.

Mr. MAGNUSON. Mr. Chairman, the last witness in this group is Mr. Gus Norwood, executive secretary of the Northwest Public Power Association.

Mr. NORWOOD. Mr. Chairman, and members of the committee, I wish to present a written statement and a supplemental statement which I prepared this morning.

Mr. RABAUT. The statements will be placed in the record at this point.

(The statements referred to are as follows:)

STATEMENT OF GUS NORWOOD, OF VANCOUVER, WASH., EXECUTIVE SECRETARY, NORTHWEST PUBLIC POWER ASSOCIATION, SUPPORTING JOHN DAY DAM AND PACIFIC NORTHWEST HYDROELECTRIC INVESTMENT

Mr. Chairman and members of the committee, my name is Gus Norwood. I serve as executive secretary of the Northwest Public Power Association, a nonprofit, nonpartisan service organization comprising 99 consumer-owned electric systems, namely rural electric cooperatives, municipal electric distribution systems and utility districts of Alaska, Montana, Idaho, Oregon, and Washington serving about 1,750,000 people with electricity.

Our systems have a great stake in the budget for Federal dams. During fiscal year 1956 our systems paid into the United States Treasury $19,716,991 for power purchased from the Bonneville Power Administration out of a total electric revenue of $60,237,007. By means of our power purchases we are repaying the Federal power investment in dams and transmission lines plus interest and all costs of operation, maintenance, and administration. By 1960 we expect to pay into the United States Treasury about $30 million per year.

Because we follow this program quite carefully, desire to encourage the most efficient expenditure of funds and have a direct stake therein, we wish to submit the following recommendations:

Recommended budget

Project	President's budget request	Our-recommendation
Chief Joseph Dam	$4,800,000	$4,800,000
The Dalles lock and dam	19,000,000	19,000,000
Ice Harbor lock and dam	18,500,000	25,000,000
Hills Creek Reservoir	4,800,000	4,800,000
Cougar Reservoir	6,570,000	6,570,000
John Day lock and dam	0	8,000,000
Lower Monumental lock and dam	200,000	930,000
Green Peter Reservoir	225,000	500,000

Additionally we support the optimum expenditure feasible for the second Fort Peck powerhouse and for Yellowtail Dam in Montana, and adequate power survey funds for Alaska.

JOHN DAY DAM CRITICAL

Last year Congress increased the planning funds for John Day Dam from $500,000 to $2 million in order to speed up the schedule by a full year and to complete planning by June 30, 1957.

The Army is on the new schedule and is ready to start construction in July 1957.

John Day Dam is the last remaining Federal dam to be built on the Columbia River proper.

Unfortunately, and possibly due to a misunderstanding, the John Day Dam was omitted from the 1958 budget. Apparently it was in the galley proof of the budget and deleted at the last minute under an impression that the project would be built by a local agency under a partnership plan. The local agency concerned is the Klickitat County Public Utility District, one of our member systems, which has always taken the position that John Day Dam should be built by the Federal Government. The PUD has been active only to protect the public interest by maintaining a preliminary permit application with FPC ahead of any partnership scheme.

We have always been unified in our own ranks that John Day should be a Federal dam and, I understand, most of the private utilities are now also of that view, a point on which they will presumably testify.

The mixup is of minor importance so long as Congress rectifies the omission and gives the signal for construction.

THE POWER IS AS GOOD AS SOLD

The financial success of the John Day Dam is assured. The power is as good as sold. The Federal power investment will be completely repaid with interest. There are no controversies.

LOAD GROWTH REQUIRES JOHN DAY DAM

The first power from John Day Dam can be available by about 1963. However, on a critical water year basis the first generators could be used now, and by 1963 will be desperately needed. A statement of loads and resources appears in the BPA advance program.

PROGRAM IN SOUND FINANCIAL CONDITION

The BPA 1956 fiscal year report just issued shows a gross Federal power investment in operating projects and transmission facilities of the Columbia River Power System of $1,288,752,939 on which $202,176,121 has been repaid or 15.69 percent.

In 1956 BPA gross revenues reached $60,992,623 and net income $5,959,412.

Accumulated gross revenues have now reached $462.8 million of which net income is $98.7 million.

BPA estimates 1957 gross revenues of $67.5 million and $5.49 million profit. For 1958 expected revenues will be $74.4 million gross and $5.98 million net. These estimates indicate the excellent financial stability and proven success of the Columbia River Power System.

We wish to express appreciation to your committee for the excellent directorship which you have provided in guiding this important public-service enterprise.

Supplemental Statement Urging Initiation of John Day Dam

My name is Gus Norwood. This statement supplements testimony previously presented on Pacific Northwest water resources projects for power, flood control, navigation and irrigation.

Most especial emphasis is required of us to urge the start of construction this year of the John Day Dam, the last major dam on the main stem of the Columbia River. This multiple-purpose project will ultimately provide as much as 2 million kilowatts of peaking power, 500,000 acre-feet of usable flood-control storage, a stabilized pool for irrigation pumping, a reservoir surface for boating and recreation, and, of course, the completion of the last link in the Columbia River navigation artery in the lower 300 miles from the Pacific Ocean to the lower Snake River and Inland Empire area.

ECONOMIC IMPACT PARAMOUNT

The chief immediate impact of your decision to start or not to start the John Day Dam is not so much a question of whether you appropriate precisely $8 million for John Day Dam but rather that the project is actually and officially started now that all planning is done.

Last year you increased the planning money from the budget request of $500,000 to $2 million. Two years' planning has been done in 1 year. We have gained a crucial 1-year lead.

This is our only Federal dam on which all planning is done and construction is ready to start. The gain of a year can easily be lost just as the 1948 flood threw McNary Dam for a loss of a year.

The chief impact of your decision, however, is psychological. The chief impact is on our business community. We have a jittery economic situation in the Pacific Northwest due to the housing and a soft lumber market, seasonal unemployment, and significantly one of the worst fears on our economic horizon is the impending shortage of electric power.

The John Day Dam will take care of at least 2 years' normal electric load growth for the Columbia River region. This would put the wolf away from our

door by 2 years and would give us a much-needed relief from the ever-present, haunting fear of power curtailment.

Non-Federal utilities are constructing dams to the limit of their abilities. These projects when augmented by John Day Dam should take care of the immediate problem.

But in conclusion let me reemphasize that John Day Dam power is as good as sold and all power investment will be repaid with interest; but, even more important is the psychological impact upon the business community in assuring this basic, fundamental undergirding of the Pacific Northwest economy by congressional announcement that John Day Dam is under construction.

Again may we express our gratitude to your committee for your watchfulness over the conservation and wise development of the Columbia River.

CORPS OF ENGINEERS, UNITED STATES ARMY,
OFFICE OF THE DIVISION ENGINEER,
NORTH PACIFIC DIVISION,
Portland, Oreg., March 21, 1957.

Mr. GUS NORWOOD,
Executive Secretary, Northwest Public Power Association,
Vancouver, Wash.

DEAR GUS: I have been informed that Mr. William Silverthorn and Mr. Frank Marks discussed with you by telephone fiscal year 1958 fund requirements for power projects in this division.

To supplement the telephone information, I am now able to furnish you with the following additional information concerning our engineering and construction capabilities.

When a project is authorized, we develop a tentative schedule for surveys, planning, and construction which is revised from year to year. Each project schedule is made up without any reference to other projects in the division, the total civil-works program, or other program needs of the Government, or the availability of men or equipment generally in any 1 year. The project schedules are used for internal planning purposes only. The amounts of funds shown on the schedules for the power projects, compared to the amounts in the President's budget program for fiscal year 1958, are:

Project	Project schedule	President's budget request
Chief Joseph Dam	$4,800,000	$4,800,000
The Dalles lock and dam	19,000,000	19,000,000
Ice Harbor lock and dam	25,000,000	18,500,000
Hills Creek Reservoir	4,800,000	4,800,000
Cougar Reservoir	6,570,000	6,570,000
John Day lock and dam	8,000,000	0
Lower Monumental lock and dam	930,000	200,000
Green Peter Reservoir	500,000	225,000

As mentioned in the telephone conversation, the President has directed that our fiscal year 1958 expenditures in his budget presented to the Congress be considered as the maximum that can be made within the overall fiscal policies of the administration for the year. The amount included in the budget for the above projects is the maximum that the administration believes should be allocated to that project and, accordingly, no additional funds can be utilized in fiscal year 1958 and meet the administration's objectives.

Sincerely yours,

L. H. FOOTE,
Brigadier General, United States Army, Division Engineer.

Mr. NORWOOD. I have tried to summarize for you in table form the power requests for the Pacific Northwest, both as submitted in the budget and as recommended by us. Our recommendation is based on the advice of the Corps of Engineers, which is the letter attached to my statement, and which indicates the amount of money the corps feels it can effectively use.

We indicate in our statement, also, the need for the Yellowtail Dam and for the $40 million of survey funds for Alaska.

The remaining part of time I wish to devote to the John Day project because this requires a new start. It would have a most important impact upon the economy of the Pacific Northwest. You may know our economy has been fairly hard hit by the housing shortage and the softening in the lumber market resulting in much seasonal unemployment.

In addition to that, to have a power shortage—not so much an immediate power shortage but an impending power shortage—puts us at a disadvantage in enabling industry to plan expansions in our region. This is not so much a matter of new industry as existing industry that cannot expand because they cannot get power contracts.

The John Day Dam start this year would have perhaps a more salutary psychological economic impact on the Pacific Northwest than any other news that could come from Congress in this session. It would greatly firm up the business plans of our region and help produce the confidence that is needed to see us through an adverse economic situation.

Mr. RABAUT. Off the record.

(Discussion off the record.)

Mr. NORWOOD. We want to express our appreciation to this committee of the directorship you have provided for this program. The program is running well ahead of schedule on repayments to the United States Treasury and we are very proud of the record which it has accomplished.

Mr. RABAUT. Are there any questions?

Mr. JENSEN. Mr. Radin, you made a statement in support of an appropriation for the transmission line from Randall Dam to Grand Island, Nebr.

Mr. RADIN. Yes.

Mr. JENSEN. It is not in the budget.

Mr. RADIN. Yes.

Mr. JENSEN. I would like to read you a few facts and figures, Mr. Radin.

In 1937 the national average on electric utility rates paid in Federal taxes was 5.6 percent. Using that figure, Nebraska that year would have paid $800,000 in Federal taxes on power revenues. They did not pay a penny.

In 1955 the national average on utility receipts paid in Federal taxes was 13.6 percent. Applying this percentage to the total receipts of Nebraska utilities of $61,400,000 revenue, the 1955 Federal tax would have been $8,400,000.

Now, without a doubt, in the fiscal year 1958, maybe already, the saving which the State of Nebraska will make because they are a public power State and pay no Federal income, will be in the neighborhood of $10 million. That powerline from Randall Dam to Grand Island, Nebr., is estimated to cost about $10 million, just 1 year's saving by the State of Nebraska because of the fact that they do not pay 1 red cent in Federal taxes on their power revenues.

Now, almost all projects that the Federal Government participates in, like irrigation and reclamation—which this Congress has been quite liberal with—pay out over a period of 50 years. Fifty years at $10

million annual savings by the State of Nebraska will amount to half a billion dollars.

Now, the State of Nebraska went into a public power State for one purpose, and one purpose only, and that was to save from paying Federal taxes on power revenues. They save enough in 1 year to build that line from Randall Dam to Grand Island, Nebr., and yet they come to us, and you come to us and ask that all the taxpayers of of America build that line and pay for it.

Let us see what we have done for the State of Nebraska in the way of building transmission lines. We have built Federal transmission lines no end in the western part of Nebraska, hundreds and hundreds of miles. We have also built lines from Randall Dam to Neely, 115 kilovolts, and we have built a line from Gavins Point to another point about 40 miles in Nebraska, a 115-kilovolt line. I suggested that they build a 230-kilovolt line across the river from Gavins Point and from there they could connect on and get their power to take to other parts of the State as we have done in other States.

This Randall Dam to Grand Island line, as you know, Mr. Chairman, has been refused by the Congress on a couple of occasions. Do you have any answer to that, Mr. Radin?

Mr. RADIN. Well, I am aware of the Congressman's position on this.

Mr. JENSEN. You are aware of the position of the Congress on this, are you not?

Mr. RADIN. Yes.

Mr. JENSEN. That is what I thought.

Mr. RADIN. I might point out first of all that this line, as I indicated earlier, would be repaid in full with interest, the cost of it, by the power consumers of Nebraska, so it represents no gift to the people of Nebraska by the Congress. Moreover, as regards the expenditures of funds for transmission lines in other States in the Missouri Basin, my information is that $50 million has been appropriated for transmission lines and substations in North and South Dakota, $17 million in Minnesota with additional lines contemplated, and $1 million has been appropriated thus far for lines in Nebraska, yet Nebraska is the only State which lines wholly within the Missouri Basin and is the only State which, by law approved by the Congress, has preference to the power from the Missouri Basin projects. It is thus felt that this line is fully within the purview of the policy of the Congress.

Moreover, it would make additional revenues available to the Government in the immediate future for power which is now being sold at dump power rates. Because of the availability of water for irrigation pumping in Nebraska, this line would provide revenues as firm power from power that is now sold at dump power rates.

Mr. JENSEN. Well, you say we have appropriated only $1 million to the State of Nebraska?

Mr. RADIN. That is for transmission lines.

Mr. JENSEN. That is a part of the Missouri Valley project; is it not?

Mr. RADIN. Yes, sir.

Mr. JENSEN. We have appropriated many millions for transmission lines built in both the eastern and western part of the State.

Mr. RADIN. I am sorry. You are correct, Congressman. It is $1 million for the lines to Belden and O'Neill, but I am sure that the total

in the State does not aggregate the total spent in other States in the Missouri Basin.

Mr. JENSEN. Well, I might tell you that were it not for the fact that a very fine gentleman came here to Washington about 3 years ago—an officer of the REA—and told me how badly they needed the power and how badly the REA needed power in Nebraska and about the only way they could get it would be to build a line to Belden, this would not have been approved.

Mr. RADIN. Yes, sir.

Mr. JENSEN. I pled with the conferees of the Senate to put the line in. The House had left it out. I pled with the conferees after this meeting with the REA man after he said he felt it was justified. Although we may have leaned over backwards we got the line and for that I caught plenty of Ned from other members of the committee, and do not think I did not.

Mr. Chairman, representatives of the private and the non-Federal public utilities appeared before the committee last week. They are in that northwest power pool, which has worked very well, and they said that they would build—the private and non-Federal public utilities would build the John Day Dam if given an opportunity with their own money. Apparently there is no one up in that country with official status that represents them in the Congress of the United States that is interested in pushing an authorization bill for the partnership program to build the John Day Dam which is a recommendation of the President of the United States. Generally speaking I think this partnership program is popular with a great majority of the American people.

Mr. NORWOOD. Mr. Chairman, I would say that the general voting population that is most thoroughly familiar with the partnership plan for John Day Dam have had a very thorough education in it all last summer, and have by a thoroughly decisive majority preferred to have the John Day Dam constructed under the pattern which has been used on the Columbia River Basin, in the same way as the McNary Dam, the Bonneville Dam and the Dalles Dam.

In other words, this is the fourth dam in the chain of projects.

Whether that mandate which resulted in a change in a congressional seat was a power issue or not, I cannot say, but I would at least interpret it as a public preference in favor of seeing all 4 dams on the lower part of the Columbia River—the 4 main navigation projects—owned by the Federal Government.

Mr. JENSEN. Of course, my friend, you folks up there are very little different than most people are.

Mr. NORWOOD. That is right, sir.

Mr. JENSEN. You like to get things as cheap as you can, and I like to buy things as cheap as I can, without a doubt.

The people in that area know that because of the fact that a dam is built under Federal appropriations it will not be as expensive to them and hence, they will receive cheaper power. That is a very natural thing, but I am not so sure that the people in other parts of the Nation should be called on to have their money spent to build a dam or anything else, that the people can build out there with their own money and get it on the tax rolls. Certainly, we need the taxes in the Federal Treasury today. If you do not believe so, you should

read our letters. They insist that everything be done that the people can do themselves without Federal appropriations.

Now, you can talk about the campaign and that is very natural. However, if I would say to you "I am going to sell you a suit of clothes for $25," and someone else asked $40 for it, of comparable value, you would buy the suit of clothes from me. Therefore, that argument is not very convincing to me, and I do not think it would be to most of the people who pay these huge taxes. That is all, Mr. Chairman.

Mr. RABAUT. Thank you, gentlemen, very much, for your appearance here today.

Mr. RADIN. Thank you, sir.

MONDAY, MAY 20, 1957.

CLINTON RIVER

WITNESSES

HON. ROBERT J. McINTOSH, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF MICHIGAN
HON. WILLIAM S. BROOMFIELD, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF MICHIGAN
FRANK E. LOHR, MACOMB COUNTY DRAIN COMMISSIONER, MOUNT CLEMENS, MICH.
A. F. ROCKENSUESS

Mr. RABAUT. We shall now take up the next group of projects for the consideration of the committee, and we are delighted to have with us Congressman McIntosh of the State of Michigan.

Congressman, you may proceed.

Mr. MCINTOSH. Mr. Chairman, we will be very brief. There are four of us who desire to appear.

Mr. RABAUT. We will be pleased to hear you, Congressman, at this time.

Mr. MCINTOSH. Mr. Chairman, we are appearing at this time before the committee to present some testimony in support of a request for a resurvey of that portion of the Clinton River which was involved in previous surveys back in 1946.

This area of the Clinton River drainage basin is in my district, and in Congressman Broomfield's district.

Congressman Broomfield has a statement which he will insert in the record from the Drain Commission of Oakland and the drain commissioner, Mr. Lohr, of Macomb County, and others, are here to answer any questions.

Mr. MCINTOSH. Mr. Chairman, this area lies on the Clinton River north of Detroit, and you will recall previously, back in 1946, there was a survey, and the upshot of that survey was the construction of the spillway relieving the flooding conditions below Mount Clemens. At that time reference was made to the fact that conditions existing would not warrant further activity north of Mount Clemens.

Since 1950, at the time the spillway was constructed, as the chairman knows, there has been approximately a tripling of population in this drainage basin with all the additional problems that this brings about.

Mr. RABAUT. Yes; I understand.

Mr. MCINTOSH. As the chairman, of course, realizes, this is part of the overall matter covered by the survey requested by yourself in a bill introduced before this House and which has already been passed in the Senate, and our testimony on this point is complementary to your project, although it involves a segment of the area covered.

Mr. RABAUT. Yes.

Mr. MCINTOSH. We would like to ask the committee to give some consideration to a specific line appropriation of the $60,000 involved in this resurvey in the hope of speeding up the survey by the Corps of Engineers.

The recommendation for a resurvey was passed, and sent you by the Corps of Engineers in December and, of course, as a result of that, it is not included in this year's budget.

Mr. Chairman, I do have a short prepared statement which I would like to have made a part of the record at this point.

Mr. RABAUT. Without objection, it will be included in the record.

(The statement referred to follows:)

Mr. Chairman and members of the Appropriations Subcommittee on Public Works, during the time allotted to us by the committee—for which we express our appreciation—we desire to present the need for funds for a flood-control survey on the Clinton River, Mich. The area involved lies in the 18th Congressional District, represented by Congressman Broomfield, and in the 7th District, which I represent. Mr. Frank E. Lohr, drain commissioner for Macomb County, is present and will present the technical details on this project.

During the closing months of the 84th Congress, Hon. George Dondero, former chairman of the House Committee on Public Works, presented a request to that committee for a review report on the existing survey authorization for the Clinton River. This was referred to the Chief of Engineers, who, under date of December 6, 1956, transmitted a favorable recommendation with an estimated cost of $60,000.

Our appearance before the committee today grows out of the fact that this recommendation was received too late to be included in the budget, and the fact that there is an urgent need that this survey be started during the coming fiscal year.

Before presenting Mr. Lohr for his testimony, I want to point out that the area involved in the survey is heavily populated, and is one of the fastest growing sections in the United States. Because of this fact, and because of the drainage problems which exist and will develop, prompt action is needed if serious flood problems are to be avoided.

The present Clinton River survey was authorized many years ago. A more comprehensive survey proposal covering streams in Wayne, Oakland, and Macomb Counties, emptying into the Detroit River and Lake St. Clair, includes the Clinton River within its terms. This proposal is sponsored in the House by a distinguished member of this committee, and was carried in the rivers and harbors bill already approved by the Senate.

Because of these circumstances, we are appealing to the committee to include in the public works appropriation bill by specific reference, the funds recommended by the Chief of Engineers so that the survey and review report may be started promptly.

Mr. MCINTOSH. Congressman Broomfield, do you have anything additional which you would like to add at this point?

Mr. BROOMFIELD. Congressman McIntosh, you have covered it very well. I think you made a very fine statement.

Mr. RABAUT. We will hear from the next witness.

STATEMENT OF FRANK E. LOHR

Mr. LOHR. Gentlemen, we have a condition in between Mount Clemens and the city of Utica where the Red Run project ties into the Clinton River, and at that particular spot the Red Run project has a 125-foot bottom dumping into a 60-foot channel.

The result is that all of these tributaries seem to come into that same hub, so to speak, and the water backs up north of Macomb almost as far as the city of Armada and into the city of Warren. It bottlenecks in there, before it can get down to the spillway. Last spring we had five flood conditions here along North Avenue.

Mr. RABAUT. Is that out there where the old Clinton Valley Club was?

Mr. LOHR. Yes, sir.

Mr. RABAUT. Do you know John O'Hare, out there?

Mr. LOHR. Yes, sir; I do.

Mr. RABAUT. Please give him my very best regards.

Mr. LOHR. I certainly shall. We had 2½ feet of water across North Avenue on 5 different occasions last spring.

Our population since the time the spillway was built has jumped from 120,000 to over 300,000 and it is moving out into that area, and with all the big housing projects, supermarkets, and shopping centers, which are being located out there, the river cannot take any more, and the situation is simply terrific.

Now along comes this other area which wants to build what is known as a 12-town storm sewer, and it is our understanding that it will have an additional 4,500 cubic feet per second, and that is all the river can take at its present stage. Gentlemen, we are really facing disaster on the other side of Mount Clemens, and that is the problem that I appear before you today with.

Mr. RABAUT. Thank you very much, Mr. Lohr, for your statement.

Mr. ROCKENSUESS. Mr. Chairman, I would like to add a few remarks.

Mr. RABAUT. We shall be glad to hear from you.

STATEMENT OF A. F. ROCKENSUESS

Mr. ROCKENSUESS. Mr. Chairman, I have been with this project for almost 30 years, and before the spillway was built, and at the time of making the request for the spillway, there was only one project. The spillway was built and later on the Red Run, which was for the relief of Oakland County, was built. The area between the spillway area and the Red Run is the bottleneck. Statements were made that there was going to be an increase in runoff for the 12-town drainage in Oakland County. We in Macomb County have the best of relations with Oakland County and we know they need that as well as anyone else, and they are going to construct that. In addition to that, we have several drainage projects in Macomb County which would also affect the Red Run.

I would like, Mr. Chairman, with your permission, to read into the record one of the motions which was passed by the drainage committee of the board of supervisors and later adopted by them.

The motion was made by Stark, supported by Biehl, that in view of the rapid development of the area and the proposed additional projects, the committee opposes approval of any projects that would increase a flow of water in the Red

Run drain, and the Clinton River, between the outlet of the Red Run drain and the spillway, until a study has been made to determine the capacity of the Red Run drain and the Clinton River between the Red Run drain and the spillway. The motion carried.

That was the committee and also the board of supervisors and that is one of the things that we are appealing for—appropriations for the study. The engineers have made a partial study at the time of the Red Run and the Clinton River projects.

Mr. RABAUT. There is no budget estimate for this, is there?

Mr. ROCKENSUESS. No, sir.

Mr. RABAUT. Have you been before the Bureau of the Budget with this project?

Mr. MCINTOSH. Yes, sir, and it was too late.

Mr. RABAUT. Thank you, gentlemen, for your presentation.

Mr. MCINTOSH. Thank you, Mr. Chairman, for the courteous attention and the time given us by the committee.

(The statement of the Oakland County Drain Commission is as follows:)

STATEMENT OF THE OAKLAND COUNTY DRAIN COMMISSION

The 12-town relief drain is a $38 million relief drainage project to serve 14 municipalities in a 36-square-mile area in southeast Oakland County, Mich. This area lies immediately adjacent to the north limits of the city of Detroit.

The relief drain system planned is a system to relieve a system of existing drains in this same area, the capacity of which has been far exceeded by the very heavy growth experienced by all of the municipalities in this area in the past 10 years. All existing drains serving this area converge at the corner of Twelve-Mile Road and Campbell at which point they empty into the Red Run drainage ditch, which in turn empties into the south branch of the Clinton River. The Clinton River empties into Lake St. Clair south and east of Mount Clemens. The Red Run drainage ditch which was deepened and widened in 1950 under a Federal aid project extends from the outfall of the drain in southeast Oakland County to a point approximately 11 miles downstream where it joins the south branch of the Clinton River. Approximately 8 miles farther downstream the south branch of the Clinton River joins the middle and north branches of the Clinton River. Approximately 3 miles farther downstream the Clinton River meets the Clinton River spillway. A project which was also constructed in 1950 as a Federal aid project to relief serious flooding conditions occurring in Mount Clemens. The Clinton River spillway empties into Lake St. Clair south and east of Mount Clemens and north of St. Clair Shores.

The Clinton River drainage basin encompasses an area of approximately 750 square miles, comprised of a large portion of Oakland County, the major portion of Macomb County, and small portions of Lapeer and St. Clair Counties.

Previous studies by the United States Army engineers of conditions in the Clinton River drainage basin indicate that during periods of heavy rainfall the crests of water in the various tributaries of the Clinton River reach the Clinton River at varying times. These studies indicate that the crest of floodwater coming from the Red Run drainage ditch reaches the convergence with the south branch of the Clinton River ahead of the crest of the South branch of the Clinton River. These studies also indicate that the south branch of the Clinton River produces its crest in the main body of the Clinton River several hours ahead of the time when the crest in the middle and north branches of the Clinton River occur.

At the time the Red Run deepening and widening projects and the Clinton River spillway project were undertaken, nothing was done to improve the portion of the Clinton River lying between these two projects.

The purpose of the 12-town relief drain project is to improve drainage in the southeastern portion of Oakland County by construction of supplementary drains through which the storm waters can more quickly reach the Red Run drainage ditch. The time of the storm water runoff throughout the benefited area will be greatly accelerated and the flooding conditions now occurring in the area during heavy storms will be eliminated.

The engineering consultants who have designed the 12-town relief drain system as well as the Army engineers are thoroughly convinced that the capacity of the Red Run drainage ditch will not be taxed by the more rapid runoff which the 12-town system will produce. Macomb County officials, however, are skeptical that with the construction of the 12-town system, that portion of the Clinton River lying between the south branch of the Clinton River and the upstream end of the Clinton River spillway may be overtaxed and create flooding conditions in the Mount Clemens area. We have advanced the argument that the United States Army engineer's report clearly indicated that the floodwaters from the Red Run drainage ditch reach their crest well ahead of the crests of the south branch, middle branch, and north branch of the Clinton River, and that the 12-town relief system which will serve to accelerate and advance the crest in the Red Run drainage ditch can only serve to improve rather than aggravate flood conditions in the main stream of the Clinton River, inasmuch as these waters will reach their destination (Lake St. Clair) a number of hours ahead of the time required under present conditions.

In its studies of 1946 and 1948 to provide basic facts needed to justify the 2 Federal-aid projects constructed in 1950 and 1951, the United States Army engineers were concerned primarily with:

(*a*) The condition of the 11-mile Red Run tributary upstream from its convergence with the south branch of the Clinton River, and

(*b*) The condition of the lower reaches of the Clinton River mainstream which were the source of the flooding in Mount Clemens.

United States engineer reports establish the need for construction of the Clinton River spillway to intercept the major portion of the Clinton River waters at a point below which the then-existing river course was entirely inadequate to avert flooding conditions.

The United States engineers reports also called to the attention the desirability and need for future improvements of the river channel from the upper end of the Clinton River spillway upstream to the downstream end of the Red Run drainage ditch.

The United States engineer study now proposed and sought will provide the data needed to determine this improvement as well as data needed to determine what additional improvements if any, may be necessary in the three main branches of the Clinton River to improve drainage throughout the Clinton River Basin.

The proposed study by the United States engineers is most urgently recommended to you in order that ultimate and final means of securing solution for the drainage problem of this drainage basin may be determined.

MONDAY, MAY 20, 1957.

FORT COBB RESERVOIR

WITNESSES

HON. TOBY MORRIS, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF OKLAHOMA
HON. A. S. MIKE MONRONEY, A UNITED STATES SENATOR FROM THE STATE OF OKLAHOMA
ALBERT CONNEL, CHAIRMAN OF THE WASHITA BASIN IMPROVEMENT ASSOCIATION, ANADARKO, OKLA.
CHARLES ENGLEMAN, PUBLISHER OF THE CLINTON DAILY NEWS, CLINTON, OKLA.
RAYMOND SMART, MEMBER, WASHITA BASIN IMPROVEMENT ASSOCIATION, FORT COBB, OKLA.
PARKER WOODALL, VERDEN, OKLA.
HARRY HILTON, BANKER, CORDELL, OKLA.
IRA HUSKY, DIRECTOR, WATER RESOURCES DIVISION, PLANNING AND RESOURCES BOARD, STATE OF OKLAHOMA
REX SPARGER, MEMBER OF OKLAHOMA STATE LEGISLATURE
DON McBRIDE, ASSISTANT TO SENATOR ROBERT S. KERR OF OKLAHOMA

Mr. RABAUT. Gentlemen, we are now pleased to have before us the Honorable Toby Morris, of Oklahoma, together with representatives from his area, who appear in behalf of the Fort Cobb Reservoir.

Congressman Morris, we shall be glad to hear from you at this time.

Mr. MORRIS. Mr. Chairman and other distinguished members of this great committee, my statement will be very brief.

We realize we only have 15 minutes, but we want you to know that from the bottom of our hearts we are grateful for that, because we know what a heavy schedule you have, and we are very, very appreciative of the fact that you have given us 15 minutes to present our case.

I would like for you to know these distinguished gentlemen who appear here. In just a little while both the senior and junior Senators from Oklahoma will appear for a short statement, and, perhaps, put a written statement in the record and I want to say to you that in this particular regard all of the members of the Oklahoma delegation realize the great necessity of this project and are all 100 percent behind it, although it is entirely in my congressional district.

I will introduce those present clockwise, as they come.

Mr. Chairman, this is Mr. Woodall, a farmer from Verden, Okla., next is Mr. Raymond Smart, who is superintendent of schools at Fort Cobb; next is Charles Engleman, publisher of a newspaper at Clinton, Okla., and who is vice president of the association out there; next is Ira Husky, who is director of the water resources division of the State of Oklahoma Planning and Resources Board; and Mr. Harry Hilton, a banker from Cordell, Okla., and then Mr. Albert Connell, who is president of the Washita Basin Improvement Association, and Don McBride, who is with Senator Kerr, and who is an expert in

water matters, and I am sure all of you know him, and of course, you know the distinguished junior Senator from Oklahoma, Senator Mike Monroney, who has just come in, and who will make a short statement.

Mr. Chairman and members of the committee, I want to leave the major portion of our time—for which, as I said, we are very grateful, although it is short—to those who live with this program and who are experts in the matter. I just want to take about a half minute to tell you, the members of this great committee, that the need is great, and the project in my judgment is sound.

The budget has authorized or, rather, recommended $3.5 million.

Mr. RABAUT. That is right.

Mr. MORRIS. We understand that $90,000 of it probably has been heretofore set aside and the final appropriation this year would be $3,410,000 of new money.

We have great hopes that this committee can see fit to go along with us on that amount. We naturally would like to have more. We feel it could be economically used and properly used and fully justified. But in view of all the existing circumstances we would be happy if this committee could see fit to go along with us on the recommended amount.

Just this last word, and I shall conclude: We are now experiencing a great flood out that way, and serious and great damage is being done by floods. We are in that part of this great country of ours—and some of you gentlemen are in the same part of the country and are familiar with it—where we suffer great droughts and great devastating floods. This will be a two-edged sword. It will help us in drought times for irrigation and reclamation and municipal water supply and it definitely will help us, of course, in floodtimes for flood control.

We humbly but very seriously suggest to your committee that you give every consideration to our request, and we are happy to be here and we hope that you in your good conscience and your good judgment can go along with us.

Mr. RABAUT. There is a considerable repayment here for municipal water of about $23 million which is very good.

Mr. MORRIS. Yes, sir.

Mr. RABAUT. Who is going to testify next?

Mr. MORRIS. I suggest that the Senator make the first statement.

Mr. RABAUT. We shall be glad to hear from the Senator at this time.

STATEMENT OF SENATOR A. S. MIKE MONRONEY

Senator MONRONEY. Mr. Chairman, we will take only a moment. I thank the committee for the time which has been allotted to us, and I want to take this opportunity to concur in what the distinguished representative from this district, Mr. Morris, has said about the vast need for the Fort Cobb project on the Washita River.

We are under water in practically every section of the State. We are having our worst flood in all history. For 12 years I represented the area through which this river flows. There was hardly a year, even in periods of drought, that this river did not give us trouble. It flows through a narrow valley which is very fertile. I am confident that this Bureau of Reclamation project will materially alleviate our ever-present flood problem.

It will also provide a source of municipal water supply which will allow our cities and towns to exist; otherwise, they will perish. It

will give us irrigation to supplement the meager rainfall which we usually have. Above all, it would give us flood control that will prevent the loss of some of the most fertile land in Oklahoma. A large part of the cost of the project is reimbursable. It has the united and enthusiastic support of the people in the project area.

I want to thank you again for the opportunity of being here.

I shall leave my statement, and turn over the balance of my time to the people who live with this problem and have come here to testify.

Mr. RABAUT. Without objection, Senator, your statement will be placed into the record at this point.

(The statement referred to follows:)

Mr. Chairman and members of the committee, the privilege of appearing before you today is appreciated. My purpose is to invite your attention to three projects which are very important to Oklahoma, and for which I believe funds should be allocated.

One of these projects is authorized; the reconnaissance survey of another has been completed; the reconnaissance survey of the third is in progress.

FOSS-COBB CREEK PROJECT

The Foss-Cobb Creek project, located in western Oklahoma, has been authorized, and funds are sought to initiate construction. The amount originally requested for this purpose was $3,500,000; however, the request has already been reduced to $3,410,000. We are willing to accept that amount, but it will mean a delay in completion of the project during a period of rising costs. In the long run, this will mean an increase in the total cost to the Government.

I believe that it was in his first budget message to the Congress that President Eisenhower referred to the Foss-Cobb Creek project is an example of "partnership" between local interests and the Federal Government. His reference was well taken since this project is truly representative of the partnership policy.

When completed, Foss-Cobb Creek will provide water for human consumption and industrial use for a number of cities and towns; it will provide flood-control protection; and it will provide water for irrigation. It is my understanding that master conservancy districts to administer the irrigation features of the project have already been organized and approved by the courts.

Actually, very little if anything required of the local interests has been left undone. All that remains to be done is appropriation of the funds necessary to initiate construction, and that can be accomplished by your favorable consideration of the pending request for $3,410,000.

LAWTON-DUNCAN PROJECT

The reconnaissance survey of the proposed Lawton-Duncan project has been completed, and the Bureau of Reclamation is ready to prepare a project plan; $34,000 is asked for that purpose.

The potentialities for developing the water resources in this general area were recognized as early as 1903. In the preparation of the reconnaissance survey submitted in February of this year, 13 potential reservoir sites merited consideration. It was found that the Waurika Reservoir site is the most favorable to multiple-purpose development, and that it alone would have the regulatory capacity to satisfy the estimated municipal and industrial water supply demands and provide needed flood-control regulation. Also, according to the reconnaissance survey, the cost per acre-foot of yield of the Waurika Reservoir is the most favorable of all the Oklahoma reservoirs considered.

It is further pointed out in the survey that the waters of the creeks which would form the Waurika Reservoir are of satisfactory quality for all beneficial uses and constitutes the only surface-water resources of significant volume that are considered suitable for development. It is estimated that the conservation storage capacity of the potential Waurika Reservoir over a 100-year period would have a dependable yield of 37 million gallons per day.

Municipal and industrial water supply is our controlling water problem. As a result of protracted drought, severe restrictions on the domestic use of water were imposed during at least half the past 6 years. Deficiencies in the quantity

of water available constitute the major factor limiting the development of the area. Development of surface-water resources would tend to stabilize the local economy and reverse to a great extent the present general downward trend.

A dam on Beaver Creek at Waurika would deliver water through pipeline systems to the cities of Lawton, Duncan, Surray Village, Waurika, and Ryan, and provide water for irrigation of some 25,000 acres downstream from Waurika.

Flood losses on Beaver Creek are substantial. Records indicate that the frequency of flooding in the Beaver Creek Basin is about once each year and that major floods occur once in about 7 years. However, the reconnaissance survey points out that major floods in this basin have been occurring with increased frequency and magnitude during recent years.

We have excellent proof of that conclusion at this very moment. As you perhaps know from newspaper and radio reports, western Oklahoma is now suffering from one of the worst floods of record. Lives have been lost and property damage will run into the millions.

We have an excellent yardstick for measuring the potential value of irrigation in this area in the W. C. Austin project at Altus, Okla. Statistics have been compiled on the average per acre value of crops for the W. C. Austin project area and the area under consideration which is adjacent to it. During the 8-year period from 1947 through 1954, the average gross crop value per acre in the W. C. Austin project area was $92.11 despite the fact that the water supply for full irrigation was inadequate in 1952 and 1954 and almost totally lacking in 1953. Average gross crop value per acre in the nonproject area, however, was only $33.55, about one-third the value in the project area.

In addition to the provision of water for municipal and industrial use, irrigation and flood control, the reservoir would also provide substantial recreation and fish and wildlife benefits. The area lacks good fishing opportunities and all nearby waters receive heavy use. Wildlife habitat under present conditions is extremely limited and resident game populations are generally low.

I could continue at great length, but I hope I have been able to demonstrate in this brief space how extremely favorable the reconnaissance survey of the Lawton-Duncan project proved to be, and how important it is to begin preparation of a project plan without delay. May I say once again that I hope you will recommend the small request for $34,000 requested for that purpose.

ARBUCKLES PROJECT

The last project I wish to discuss is the proposed Arbuckles project on which a reconnaissance survey is now in progress. Additional funds will be required to complete the survey, and it is my hope that this committee will allow an amount adequate for that purpose.

While all the facts are not yet known, the Arbuckles project is expected to provide abundant municipal and industrial water for several cities and towns and an Air Force base, as well as irrigation, recreation, fish and wildlife, and related benefits in a ratio that will amply justify its ultimate authorization and construction.

In conclusion, I want to point out a very significant fact. The local interests are participating in these surveys and planning projects. They are extremely enthusiastic about them because they know better than anyone else how badly they are needed, and they know that only with their united support and cooperation can these projects become a reality. They not only believe in parnership, but they are practicing it by oversubscribing their contributions. They are not asking for, nor do they expect a 100-percent Federal contribution. It is this type of attitude on the part of local interests that makes the work of the Congress, particularly that of the Appropriations Committees, so much easier.

Senator MONRONEY. Thank you very much, Mr. Chairman.

Mr. MORRIS. Mr. Chairman, may I ask permission for those who will not testify in person to have the privilege of filing their statements in the record?

Mr. RABAUT. Yes, sir. They may come up and put their statements in the record.

Senator MONRONEY. May I have the privilege of introducing Mr. Rex Sparger, a member of the Oklahoma State Legislature, who is here with the delegation and who represents Carter County.

Mr. MORRIS. Next, Mr. Chairman, is Mr. Albert Connel, who is president of the Washita Development Association.

Mr. RABAUT. We would be glad to hear you now, Mr. Connel.

STATEMENT OF ALBERT CONNEL

Mr. CONNEL. Mr. Chairman and gentlemen of the committee, in behalf of all of our Oklahoma delegation and all the people we represent in the upper Washita River Basin in Oklahoma, I want to express our gratitude for this opportunity.

I am chairman of the Washita Basin Improvement Association, which involves the upper reaches of the Washita River, with 2 dams to be constructed, 1 at Foss, about 14 miles west of Clinton, Okla., and 1 at Fort Cobb, about 4 miles northwest of the little town of Fort Cobb on Cobb Creek. Cobb Creek is a tributary of the Washita River, and the Fort Cobb Dam will be on Cobb Creek. The dam at Foss will be on the main stem of the Washita River.

You have, I understand, had testimony from the Department of the Interior and the Bureau of Reclamation pertaining to the physical features and costs of this project, and I presume that what you would be interested in from this group would be the local interest and the attitude of the people, as well as the local benefits and the need.

We feel, gentlemen, that this is a most worthy and most needed project, because in our situation there at times like we have now, we have floods, and only a few weeks or a few months ago the river was dry. This is a multipurpose project, which will furnish domestic water supply for 10 communities or 10 towns, which is sorely needed. It will furnish water for irrigation of some of the finest land in America—about 24,000 acres of land—and it will furnish a much-needed flood-control program.

I understand there has been some question about the flood-control benefits in this project, but I submit these pictures, which are of recent months and recent years, for the committee's observation as a testimony for our need of flood control.

Of course, the recreation benefits will be of tremendous value.

Some of you gentlemen perhaps realize, and some perhaps do not realize, that this is located in a semiarid region where water is of the utmost importance and especially water to drink.

Last summer, the pictures will reveal, that we had irrigation pumps pumping out of the pools in the river basin when it would not even flow. We had towns in the area hauling water great distances.

Mr. RABAUT. There is $15 million charged to flood control, is there not?

Mr. CONNEL. Yes, sir.

Mr. RABAUT. That is a nonreimbursable item?

Mr. CONNEL. The people are willing and glad to have the opportunity to repay for the water for municipal use and domestic use, and the water for irrigation as the authorization provides.

You were good to us last year in allowing a supplemental appropriation of one-half million dollars, so that we could proceed with project planning, and I am glad to report to you that reclamation has accelerated in every way and project planning on 1 dam is complete, and ready for construction, and construction can begin within 60 days

after the green light is given on the money, and the other project can begin soon thereafter.

Now, to prove the sincerity of the people in the area, in my town of Anardarko on April 30 we had a city election to allow or permit the city council to go into contract with the Master Conservancy District to purchase water. This was passed by almost a unanimous vote. The vote was practically 95 percent in favor.

Last Tuesday, just before I left home, the town just west of us, Fort Cobb, had an election, and it was about 97.5 in favor.

Tomorrow another town is having an election, and I predict that their percentage will be just as great.

Mr. RABAUT. In how many places do they have to have elections?

Mr. CONNEL. In all of the cities that will be involved.

Mr. RABAUT. How many of them are there?

Mr. CONNEL. There are 3 in the Fort Cobb region, and there will be about 5 in the Foss region—5 to 6.

Mr. RABAUT. How many have had elections?

Mr. CONNEL. Two have had elections.

Mr. RABAUT. The two that have had elections have voted overwhelmingly for the project?

Mr. CONNEL. That is right, sir.

Mr. Chairman, I would like to call attention to the statement that was handed you there, sir. I wish I had the same statement for all of you, and I assure you that it is not my fault that I do not.

Mr. RABAUT. You are going to put this statement into the record?

Mr. CONNEL. Yes, sir; but what I want to call attention to, sir, is the addition to the statement which you have which is not included in the other prepared statements.

There are resolutions and letters from all of the civic clubs, all of the communities involved, which went to the President a short time ago thanking him for his part in assisting us in this project, and for his influence and requesting that he lend any further influence.

Mr. RABAUT. Off the record.

(Discussion off the record.)

Mr. CONNEL. Mr. Chairman, I will be very brief, and I will close because there is someone else here who wants to talk.

I would like to close this by saying it is a needed project. It was authorized by Congress, as you know, last year, and we are willing to meet the repayments, and we are willing to accept the budget figures. We need it, and will appreciate your consideration.

Before closing, I would like to offer for the record my prepared statement together with the letters, resolutions, and other correspondence which is attached thereto.

Mr. RABAUT. Without objection, your statement and attachments will be received for the record at this point.

(The statement referred to follows:)

Mr. Chairman, and members of the committee, my name is Albert Connel and I am a citizen of Anadarko, Okla., and conduct a business in that city. Today, I appear before you in the capacity of chairman of the Washita Basin Improvement Association and as a member of the board of directors of the Fort Cobb Reservoir Master Conservancy District.

As an explanation I would like to point out that the Washita Basin Improvement Association is an organization which was formed in June 1951 for the purpose of sponsoring the control and development of the waters of the upper Washita River Basin in Oklahoma for beneficial purposes. Membership in the organiza-

tion consists of progressive citizens of the various towns and cities within or near the upper part of the basin and groups of farmers along the river who have a common need and interest in the objectives of the organization. At this time, a total of 10 municipalities that are interested in obtaining new or improved water supplies and 3 existing or potential irrigation districts are members of the association.

The Fort Cobb Reservoir Master Conservancy District is a legal entity which has been organized under Oklahoma State law and has the authority to contract with the United States Government for repayment of reimbursable project costs. This master conservancy district embraces the cities of Anadarko, Fort Cobb, and Cyril and the Fort Cobb and Anadarko-Verden Irrigation Districts which are now in process of organization. I am authorized to represent the towns, their organizations, and farmers interested in these projects.

Gentlemen, in appearing before you today I wish to respectfully request that money be appropriated by this Congress so that construction of the Washita River Basin reclamation project may proceed in order that it may fulfill its intended purposes as soon as possible. I am informed that if sufficient funds are made available time can be saved on construction of these projects and we can save a lot of money. The project was authorized by Public Law 419 which was passed by the last Congress. During the hearings last year, before the committees of both the House and Senate which were considering the project for authorization, my associates and I presented considerable testimony when we were seeking authorization. However, since some of you may not have had an opportunity to study testimony already given, I shall give you brief information about the projcet and our needs for it and will also tell you what local interests are doing with respect to carrying out their responsibilities in developing the Washita River Basin reclamation project in accordance with requirements set out by the authorizing bill. Since Mr. Engleman is here to represent local interests who are principally concerned with the Foss division of the Washita River Basin project, I shall limit my remarks mainly to the Fort Cobb division.

The Washita River has a notorious history of either too little or too much water. Water supply for domestic, municipal, and industrial purposes are a severe problem throughout most of the Washita River Basin, either from insufficient supply during prolonged drought or poor quality or a combination of these reasons. The city of Anadarko has obtained its water supply from the Washita River for more than 50 years. Increased diversions in recent years, by pumping from the river for irrigation and industrial purposes, as well as municipal use has established demands upon the river which severely tax the available supply of the river at certain times of the year even during cycles of normal precipitation. In cases of prolonged and severe drought as we have experienced during the past 5 years, the unregulated flows are totally insufficient to meet existing demands as was so vividly demonstrated last summer. For the first time since the maintenance of records, the Washita ran completely dry throughout almost its entire length. At Anadarko, streamflow completely stopped for about a month and the city was confronted with the most acute water-supply problem in its history. Drastic restrictions were placed on water use by imposition of rationing. In order to meet our minimum requirements, it was necessary to collect water from the more or less stagnant pools for about a mile along the river bottom by means of portable irrigation pipe and pumps so that water could be pumped upstream to our filter plant. Because of the constant threat of insufficient streamflow to meet our needs, we are troubled with poor quality. Hardness of water at our intake will vary from 25 to 75 grains per gallon, with the better quality accruing during periods of short duration flood flows. Most of the time our water supply is excessively hard.

The Western Farmers Electric Cooperative owns and operates a 35,000-kilowatt steam-electric generating plant at the northeast edge of Andarko. Like the city of Anadarko, that plant experiences water problems. It also needs an improved source of water supply for continued operation and to permit expansion of the plant to meet the ever increasing needs of farmers throughout western Oklahoma for more electricity.

The city of Cyril, a member of the Fort Cobb Reservoir Master Conservancy District, is located about 13 miles south of Anadarko. It now has an estimated population of about 1,500 people and is the site of a large oil refinery which produces many petroleum products. Present water supply for the city is derived from medium depth wells north of the town. In recent years, pollution from oilfield brines has extended into the north end of the well field causing abandonment of part of their wells. Both the city of Cyril and refinery are interested in obtaining a more abundant and reliable source of supply and are therefore making plans for participating in our project.

The town of Fort Cobb, situated a short distance south of the Fort Cobb Reservoir site, is also interested in additional water supply to insure its growth.

From the remarks which I have made you might believe that our only problem is lack of water. This is by no means so, for we must forever be alert during the spring and fall months to the possibility of floods sweeping down the valley causing extensive property damage, and even loss of life. Early records show that great floods occurred along the central part of the basin in the vicinity of Anadarko in 1903 and 1908. In more recent times floods occurred in this section of the basin in 1923, 1927, 1934, 1935, 1936, 1941 in both spring and fall, 1944, 1947, 1949, and 1951. The flood of May 1949 was a major flood which caused extensive property damage estimated at $3 million by the Oklahoma Planning and Resources Board. The 1949 flood reached its maximum stage at Anadarko, with a large part of the floodwater coming from Cobb Creek. Our pumping plant and powerplant were flooded and out of service for several days. Even this year, April 20–25, 1957, the Washita River has been at flood stage. This month we had another flood larger than last month and some of our lower farmlands have been flooded. I have attached pictures of the floods to the chairman's copy of my statement.

I am telling you about these floods so that you will understand that we are usually concerned whether we will have either too much or too little water. We are convinced that regulation by major reservoirs is the most practical solution to our problem thereby storing floodwaters, saving them for periods when they will be needed for beneficial purposes such as municipal, industrial, and irrigation uses.

Although the Washita is subject to periodic flooding, the erratic nature of the flows is such that it is difficult to establish and maintain irrigation. Yet we have seen a tremendous increase in interest in irrigation in the last decade. Considerable development has taken place in the Washita Basin but additional development cannot take place until storage is provided. We have thousands of fertile acres which could be irrigated if the flood flows were stored to provide a water supply during the drought periods when we need it so badly. We have accomplished enough irrigation to demonstrate that it is highly beneficial and we believe that our valley has a great future in this respect. Evidence of this is supported by statements submitted by Mr. Woodall.

All of these things work together to bolster our economy. Protection from flooding provides an opportunity to develop irrigation, and storage of flood flows provides water for irrigation, irrigation provides food and fiber, and an increased market for power, and increased opportunity for employment, increased municipal and industrial water supplies means more power and opportunity for employment, and the reservoir provides increased opportunity for recreation and enjoyment of life.

Members of the Washita Basin Improvement Association have realized that local interests will have to assume substantial managerial and financial responsibility in connection with project development. In order to be able to meet these obligations we have carried out various actions which will enable us to do so.

More than 2 years ago we became aware that additional State legislation would be required to permit the organization of master conservancy districts having the authority to enter into contract with the United States for repayment of reimbursable project cost. Our association sponsored legislation passed by the 1955 Oklahoma State Legislature which permits the creation of master conservancy districts. Immediately after authorization of the Washita River Basin reclamation project in February 1956, municipalities and farmers interested in irrigation who might be served by the Fort Cobb division initiated action required to carry out organization of the Fort Cobb Reservoir Master Conservancy District. Our petitions were submitted to the Oklahoma district court of jurisdiction on the 21st and on December 1956 the district judge issued an order establishing the Fort Cobb Reservoir Master Conservancy District. On that date, the court appointed the board of directors for the district consisting of 21 members. The board of directors held its first meeting January 25, 1957, and all members took the oath of office. The board of directors now hold business meetings regularly on call to transact all business.

Farmers interested in developing irrigation have initiated proceedings for the organization of two irrigation districts. These are the Anadarko-Verden Irrigation District and the Cobb Creek Irrigation District. Petitions for organization were filed with the board of county commissioners at the same time organization of the conservancy district was initiated. Irrigation district organization will be completed as soon as details pertaining to engineering features of the project are completed.

Each city's participation in the project, through contracts with the Fort Cobb Reservoir Master Conservancy District, must be authorized by a majority of the qualified voters of each city. I am pleased to tell you that April 30, we held an election in Anadarko and the vote was 94.5 percent yes and 5.5 percent no. Other cities in the district will also hold confirming elections within a few days.

I believe that our actions show you gentlemen our desire and intent to carry out our part of the bargain. We have held numerous conferences with representatives of the Bureau of Reclamation and the Solicitor's Office of the Department of the Interior to discuss a proposed repayment contract. We have vigorously pushed forward on all activities required of us. It is our hope and urgent request that this committee recommends the appropriation of construction funds adequate for a strong construction program for the Washita Basin project. The $500,000 construction funds which were appropriated last year have been used for preconstruction work and we are informed that specifications for the Fort Cobb Dam are almost complete and construction contract could be awarded soon after construction funds have been made available.

STATEMENT OF E. E. KARNS, GENERAL MANAGER, WESTERN FARMERS ELECTRIC COOPERATIVE, ANADARKO, OKLA.

Mr. Chairman and gentlemen of the committee, Western Farmers Electric is a generating and transmission cooperative that supplies the power requirements of approximately 50,000 farms and rural business establishments in 32 counties in western Oklahoma. At the moment, the cooperative has borrowed approximately $17 million from the Rural Electrification Administration, which it has invested in generating and transmission facilities to serve the needs of its cooperative owners and consumers.

The steam plant located at Anadarko, Okla., is a 30,000-kilowatt plant. The water requirements of this plant was 209 million gallons during 1956. Water is pumped from 8 wells, 2 of which have been drilled and placed in operation within the last 120 days. It is our belief, that the underground water table is receding, in that we are unable to obtain the production of water now, as we could 2 or 3 years ago. In addition, the chemical composition of the water of these wells is undergoing change and it is now costing us twice as much to treat the water as was anticipated at the time the plant was built.

At the present time, we have submitted to the Rural Electrification Administration, an application for an additional loan for the purpose of adding a 44,000-kilowatt generating unit. This unit will more than double the capacity and of course, more than double our requirements for water. The 1956 demand of Westerns' members was 22 percent greater than it was in 1955. From the best of our ability, we cannot foresee any change in this trend.

It is Western Farmers responsibility to provide an adequate and dependable supply of electric power at the lowest possible cost to its members throughout western Oklahoma. The availability of an adequate and dependable source of water is essential for us to fulfill this responsibility. It is common knowledge, in this day and age, that an abundant supply of electric power at reasonable rates is a must for the agricultural and industrial development of any area.

We sincerely hope that the necessary funds will be made available by Congress to permit the immediate start of construction on the Cobb Creek Reservoir. Western Farmers considers it a privilege to join hands with the city of Anadarko, Cyril, Fort Cobb and the farmers of this area in an effort to procure a common source of water that will be adequate to meet the needs of farmers, towns, and industries.

The development of this natural resource by the citizens of the affected area, with the help of their Government, will be a prudent investment that will be repaid in full. The development of this water resource will enhance the prosperity of the rich Washita Valley, its rural communities, and the Government.

MAY 3, 1957.

The PRESIDENT,
White House, Washington, D. C.

MY DEAR PRESIDENT: In behalf of the thousands of citizens represented by the Washita Basin Improvement Association which is interested in the Washita project (Foss and Cobb Creek Reservoirs) authorized by the 84th Congress, 2d session (Public Law 419), please permit me to beg of you a few minutes of your

most valuable time and ask that you view the several letters and resolutions addressed to your attention from the many civic organizations from all of the towns in the project area asking for your influence and help in securing appropriations to begin construction of these most-needed projects early this summer.

Thank you Mr. President for any favor or consideration that you may give in this effort.

Yours respectfully,

WASHITA BASIN IMPROVEMENT ASSOCIATION,
ALBERT L. CONNEL, *President.*

MAY 3, 1957.

The Honorable DWIGHT D. EISENHOWER,
President of the United States,
The White House, Washington, D. C.

DEAR MR. PRESIDENT: By the unanimous resolution of the board of directors of the Anadarko Chamber of Commerce I have been directed to write to you to express the gratitude of the people of this community for the support which you and your administration have given to the Washita project in western Oklahoma which is now approaching fulfillment. Your gracious reception of our chamber representatives in your office prior to authorization of the project, your sympathy with our needs and purposes and your personal influence with the Bureau of the Budget and the Congress have been major factors in what has been accomplished to date.

You will be pleased to know that all of the preliminary engineering and project planning have been completed and construction may now commence. There remains only the matter of the appropriation of the necessary funds. Your personal support in this respect will be of inestimable value.

I extend the wholehearted best wishes of the people of western Oklahoma.

Most respectfully yours,

ANADARKO CHAMBER OF COMMERCE,
VERNON MARTIN, *President.*

APRIL 25, 1957.

Hon. DWIGHT D. EISENHOWER,
President of the United States,
Washington, D. C.

DEAR MR. PRESIDENT: This resolution taken from the minutes of the Anadarko Garden Club Council meeting.

Be it Resolved at a special meeting of Anadarko Garden Club Council that we send a resolution to Dwight D. Eisenhower, President of the United States.

Therefore we want to express our appreciation and sincere thanks for your personal assistance which you have already given us in making possible the authorization of the Washita project (Foss and Cobb Creek) Public Law 419, 84th Congress, 2d session.

Whereas we feel this is a big project and we will still need your help and assistance again for the appropriation to start construction this summer. We do so need this for public work in this drought affected area, we need it for municipal water, flood control, irrigation, fish and wildlife and, also recreation.

Therefore we beg for your assistance with the Bureau of the Budget in making funds available—this we voted unanimously.

Sincerely,

ANADARKO GARDEN CLUB COUNCIL,
MRS. B. H. MCDOWELL, *President,*
MRS. GEORGE KUWITZKY, *Vice President,*
MRS. ALBERT LOOMIS, *Secretary,*
MRS. J. A. HAWKINS, *Treasurer,*
MRS. RALPH RIFE, *Historian.*

Attest:

APRIL 30, 1957.

The PRESIDENT OF THE UNITED STATES,
Washington, D. C.

Mr. PRESIDENT: We, the membership of the Anadarko Jaycee Jaynes, wish to thank you for your personal assistance and influence in making possible the authorization of the Washita project (Foss and Cobb Creek), Public Law 419, 84th Congress, 2d session.

The procuring of water from this project is an essential to us in Anadarko and those round about us in Caddo County. To us, it is imperative that the appropriation be made to start construction of the project this summer.

Will you assist us by using your influence with the Bureau of the Budget to make funds available for immediate construction?

Respectfully,

ANADARKO JAYCEE JAYNES,

SYLVIA CLIFT, *President.*

Attest:

BETTY CROSSLAND, *Secretary.*

APRIL 30, 1957.

Hon. DWIGHT D. EISENHOWER,
President of the United States, Washington, D. C.

DEAR MR. PRESIDENT: We gratefully extend our heartfelt thanks for your personal attention and support of the Washita project (Foss and Cobb Creek), Public Law 419, particularly during the 2d session of the 84th Congress.

This project has been under discussion numerous times by the members of the Anadarko Junior Chamber of Commerce at general membership meetings, board meetings, as well as with other civic organizations.

We readily realize the benefits obtainable from a firm and adequate supply of quality water for municipal use, also that this project is a major step toward flood control on the upper Washita watershed.

We can understand the farmers' reluctance concerning the investments of time and money in irrigation systems without a firm source of quality water. We feel that the completion of this project would offer much to our farmers as producers and to the American people as consumers. We can visualize many recreational benefits obtainable from such a project, when completed. There are very few such benefits presently available from the unpredictable Washita River.

There is also a great need for public works in this area to bolster the income of the agricultural workers in this drought-affected area.

The members of the Anadarko Junior Chamber of Commerce and the many citizens of the Washita watershed area will greatly appreciate your assistance with the Bureau of the Budget in making funds available for immediate construction.

With all due respect, we remain,

Very sincerely yours,

MARK HARTMAN,
President, Anadarko Junior Chamber of Commerce.

AMERICAN LEGION AUXILIARY, HAVENS CANNON UNIT NO. 24,
Anadarko, Okla., April 26, 1957.

DWIGHT D. EISENHOWER,
President of the United States,
Washington, D. C.

DEAR MR. PRESIDENT: We want you to know how much we appreciate your personal help in making possible the authorization of the Washita project (Foss and Cobb Creek), Public Law 419, 84th Congress.

We want you to know the great need for this appropriation, after the 1956 drought and water rationing, the need for this project for irrigation.

We sincerely hope for your assistance with the Bureau of the Budget, in making funds available.

The auxiliary is 100 percent back of you and the project.

Respectfully,

EDNA GRAY, *Unit President.*

FORT COBB, OKLA., *April 29, 1957.*

Re: Foss and Cobb Creek project, Public Law 419, 84th Congress, 2d session.

Hon. DWIGHT D. EISENHOWER,
President of the United States,
Washington, D. C.

MR. PRESIDENT: We want to express our appreciation for your assistance and influence in making possible the authorization of the Foss and Cobb Creek project. The people of this area are grateful for your support and feel that through your efforts this project may be completed.

There is an acute water shortage for municipal purposes, irrigation is a must; there is also a great need for public works in this drought-affected area. Construction alone would have a tremendous effect of stopping loss in population of our farm families. Postal records show there has been an 11-percent decrease in rural box holders over the past 12 months.

We urge and will appreciate very much your assistance with the Bureau of the Budget in making funds available.

Sincerely,

TOWN OF FORT COBB,
WM. A. COWAN,
Chairman of Board.
EMMETT MEEK,
Member.
ED WHITE, *Member.*
A. W. HAMM, *Clerk.*

[SEAL]

HOBART ROTARY CLUB,
Hobart, Okla., April 30, 1957.

Re Foss-Cobb Creek reclamation project, House Document No. 219, 83d Congress, 1st session.

The PRESIDENT,
Washington, D. C.

DEAR MR. PRESIDENT: The members of the Hobart Rotary Club wish to thank you for your personal assistance an influence in obtaining congressional approval for the above project.

From your recent trip to this section of the country, you have firsthand information as to the critical shortage of water in this section of the State, and any project for the conservation and storage of water is an absolute necessity for the preservation and development of our natural resources. Therefore, we are asking for your assistance in obtaining congressional money appropriations for the construction of the Foss-Cobb Creek reclamation project, with construction to begin as soon as possible after July 1, 1957.

Yours truly,

JOHN R. STRANGE,
President, Hobart Rotary Club.
W. A. TRAWICK, Jr., *Secretary.*

APRIL 29, 1957.

The PRESIDENT OF THE UNITED STATES,
Washington, D. C.

DEAR MR. PRESIDENT: The Chamber of Commerce of Hobart, Okla., would like to thank you for your assistance and personal influence in helping to obtain congressional authorization for the Foss-Cobb project (H. Doc. 219, 83d Cong., 1st sess.).

Again the Chamber of Commerce of Hobart, Okla., asks your help and assistance in obtaining the money appropriation for the start of this project's construction as soon as possible after July 1, 1957.

Yours sincerely,

P. O. WRIGHT,
President, Hobart Chamber of Commerce.

MILLIGAN-GOODSON-TRENTHAM POST,
NO. 117, AMERICAN LEGION,
Hobart, Okla., April 30, 1957.

DWIGHT D. EISENHOWER,
President of the United States,
White House, Washington, D. C.

DEAR MR. PRESIDENT: This organization, duly assembled, has passed a resolution commending the President for his interest and recommendations in behalf of the Washita River watershed, Foss, Oklahoma Dam, and Cobb Creek Reservoir program, and earnestly solicit his support for the necessary appropriations to get the construction of these projects underway.

It is the feeling of this organization that the completion of these projects will greatly assist in the stabilizing of economy of this general area.

Yours very truly,

G. O. NELMS, *Post Commander.*
JOHNNY M. PERRY, *Post Adjutant.*

VERDEN, OKLA., *April 29, 1957.*

DWIGHT D. EISENHOWER,
President of the United States,
White House, Washington, D. C.

MR. PRESIDENT: The members of the Verden Lions Club, who have sponsored The Foss and Cobb Creek Reservoirs on the Washita River, are ever-mindful and extremely grateful for your help in securing congressional authorization and preliminary appropriations of this very needy project.

In all seriousness, we cannot begin to detail the vast importance of the necessity for construction of this project. A litte help from you before appropriation time would probably mean the difference between success or failure of this lifetime dream.

When you signed this bill into law, it was headlines in the minds of all thinking people along the Washita River. With the news of construction appropriation, the thoughts of flood control, irrigation, municipal water, and recreation would, again, be highlights of a lifetime, in our various communities.

Very respectfully yours,

VERDEN LIONS CLUB,
R. E. FLOOD, *President.*
L. E. SEAGO, *Vice President.*
C. H. JACKSON, *Secretary.*

VERDEN, OKLA., *April 29, 1957.*

DWIGHT D. EISENHOWER,
President of the United States,
White House, Washington, D. C.

Mr. PRESIDENT: The 125 petitioners in the Verden-Anadarko Irrigation District have had it proven to them by the users of the limited water of the Washita River, that supplemental irrigation has more than quadrupled, not only production, but net income. We want to thank you for your part in helping secure authorization and preliminary appropriations of this project. We were very happy when you signed this bill into law, knowing that you remembered having been on the Washita River in World War II days.

The 10 years of work of our congressional delegation, of every phase of government in Washington, of local interest, farmers, cities, recreation, and flood-control proponents would be small as compared to the benefits of present, as well as the future generations. A little help from you would secure early construction appropriations, and, Mr. President, this group of farmers would be ever grateful and indebted to you and your administration for the completion of this project in this semiarid and flood-devestated river valley.

Very respectfully yours,

PARKER WOODALL,
Chairman.
J. B. MILES,
Vice Chairman.
GEORGE MCVEY,
Secretary.
MARION L. STALK,
Member at Large.

RESOLUTION OF BESSIE (OKLA.) TOWN BOARD

Whereas, the Honorable Dwight D. Eisenhower, President of the United States of America, and the Congress of the United States have demonstrated their interest in the concern for the welfare of our area and their realization of the damage to the economy of our Nation caused by periodic droughts and floods in this section of the Nation; and

Whereas, because of said interest, concern, and knowledge of the President, he requested and the 84th Congress, in its second session, adopted Public Law 419, authorizing the construction of Foss Reservoir and Cobb Creek Reservoir in our area; and

Whereas, we wish to thank the President for his interest and personal influence in requesting said authorization and want to show our appreciation to the Congress of the United States for its demonstration of its appreciation of the problem and its knowledge of the proper solution; and

Whereas we are anxious for the President and the Congress to know of our continuing and intensified interest in the projects and in obtaining the additional appropriations necessary to complete them and desire to respectfully request the President to continue his assistance and influence and desire to respectfully request Congress to appropriate the funds necessary for the completion of said projects: It is therefore hereby

Resolved, That the citizens of Bessie will ever be grateful and appreciative for the interest, efforts, and actions of the President and the Congress in authorizing said projects; and it is further hereby

Resolved, That the citizens of Bessie, unanimously and without reservation, express hereby to the President and to Congress its tremendous interest in said projects and urge them to exert their best efforts to carry out said authorization quickly; and it is further hereby

Resolved, That the President of the Bessie Town Board transmit to the President and to each member of the Oklahoma congressional delegation a copy of this resolution as an expression of thanks and appreciation, and in order that they might know of our continued and intensified interest in the project and its completion.

Adopted this April 30, 1957.

NORMAN L. SCHMIDT,
President of Board.

APRIL 25, 1957.

DWIGHT D. EISENHOWER,
President of the United States, Washington, D. C.

DEAR MR. PRESIDENT: The members of Philomathic Club, of Anadarko, Okla., would like to express our appreciation for your personal assistance and influence in making possible the authorization of the Washita project (Foss and Cobb Creek) during the 84th Congress, 2d session.

There is great need for the project in this drought affected area, and we would very much appreciate your further assistance with the Bureau of the Budget in making funds available so that construction on this project can be started this summer.

Sincerely yours,

MRS. INEZ DAWKINS,
Corresponding Secretary.

RESOLUTION

Be it resolved by the officers and members of the Sorosis Study Club of Anadarko, Okla., in a meeting lawfully assembled, as follows:

That the Sorosis Club hereby express our appreciation to Hon. Dwight D. Eisenhower, President of the United States, for his personal assistance and influence in making possible the authorization of the Washita project (Foss and Cobb Creek), Public Law 419, 84th Congress, 2d session, and we hereby urge that he use his assistance with the Bureau of the Budget in making funds available for this most worthy project so that construction may be commenced this summer, be it further

Resolved, That a copy of this resolution be forwarded to the Honorable Dwight D. Eisenhower, President of the United States.

Passed and unanimously approved this 26th day of April 1957.

Mrs. WILBURN LAW,
President.
Mrs. K. C. FINCH,
Recording Secretary.
Mrs. G. O. FUNK,
Treasurer.
Mrs. GEORGE KING,
Parliamentarian.
Mrs. LESLIE SMITH,
Vice President.
Mrs. A. B. CRUDUP,
Corresponding Secretary.
Mrs. WALTER WILLIAMS,
Historian.

LADIES AUXILIARY,
TALLENT-CASSAWAY POST 1015,
VETERANS OF FOREIGN WARS,
Anadarko, Okla., April 25, 1957.

Hon. DWIGHT D. EISENHOWER,
President of the United States,
Washington, D. C.

MY DEAR MR. PRESIDENT: I have the honor to invite your attention to the following taken from the minutes of a meeting of the Ladies Auxiliary to Tallent-Gassaway Post 1015, Veterans of Foreign Wars, held April 25, 1957:

"Sister Anabel Robrecht moved the adoption of the following resolution which after being duly seconded by Sister Lesta G. Brown was passed by unanimous vote:

" 'RESOLUTION

" 'Whereas we are conscious of our responsibilities as citizens and of our duty to support all worthwhile movements and projects of general benefit; and

" 'Whereas we feel that the construction of the proposed Fort Cobb Dam in Caddo County, Okla., would be of vital importance and benefit to the residents of this area and to our Nation as a whole; and

" 'Whereas we are aware of the valuable assistance rendered by our President, Dwight D. Eisenhower, in securing congressional approval for the construction of this dam as a Federal project: Now, therefore, be it

" '*Resolved*, That a copy of this resolution be sent our President—

" '(*a*) Thanking him for and on behalf of the residents of this area for the interest he has shown in this project and for the assistance he has already given in connection therewith; and

" '(*b*) Petitioning him to use his good offices in securing from Congress an appropriation that will permit actual construction of said dam to begin July 1, 1957.' "

Yours very respectfully,

RAMONA TAYLOR,
Auxiliary President.

Attest:

[SEAL]

HELEN GLENN,
Auxiliary Secretary.

APRIL 23, 1957.

Hon. DWIGHT D. EISENHOWER,
President of the United States,
Washington, D. C.

MY DEAR MR. PRESIDENT: I have the honor to invite your attention to the following, taken from the minutes of a meeting of Tallent-Gassaway Post, 1015, Veterans of Foreign Wars, held April 23, 1957, at the post hall in Anadarko, Okla.

"Comrade Guy Harris moved the adoption of the following resolution which, after being duly seconded by Comrade John F. Motsenbocker, was passed by unanimous vote.

"RESOLUTION

"Whereas, as citizens of our great Republic, we are ever conscious of our responsibilities as citizens and of our duty to support all worthwhile movements and projects that are of general benefit; and

"Whereas we feel that the construction of the proposed Fort Cobb Dam in Caddo County, Okla., is of vital need and importance to the residents of this area and that it would be of great and lasting benefit to our Nation as a whole; and

"Whereas we are aware of the assistance of our President, Dwight D. Eisenhower in securing congressional approval for consideration of this project as a Federal undertaking: Now, therefore, be it

"*Resolved*, That a copy of this resolution be sent our President,

"(*a*) Thanking him for and on behalf of the residents of this area for the interest he has shown in this project and for the assistance he has given in connection therewith, and

"(*b*) Petitioning him to use his good offices in securing from Congress an appropriation that will permit actual construction of said dam to begin July 1, 1957."

Yours very respectfully,

PERRY F. BROWN, *Acting Adjutant.*

Attest:

GLENN E. O'NEAL, *Post Commander.*

RESOLUTION OF JUNIOR SERVICE LEAGUE, CLINTON, OKLA.

Whereas the economy of our area is based primarily on agriculture, tourists, oil production, national-defense installations, and small industry, and water is essential to our economy; and

Whereas scarcity of water for irrigation, industrial use, and municipal use has been a serious and permanent depressing influence on our economy and thereby has seriously affected the economy of the State of Oklahoma and the United States of America; and

Whereas the 84th Congress of the United States of America, at the request of the President of the United States in its 2d session, adopted Public Law 419 authorizing the construction of Washita River Basin projects consisting of the Foss Reservoir and the Cobb Creek Reservoir, which reservoirs will furnish water in sufficient quantities for extensive irrigation, industrial use, national-defense installations, water conservation, and flood control, as well as conservation of fish and wildlife and recreational facilities; and

Whereas the necessary legislation to appropriate additional funds for the implementation of said authorization is now pending before said 84th Congress of the United States of America; and

Whereas the Junior Service League, Clinton, Okla, which is interested in and attempts to be of service to the welfare of the United States of America, the State of Oklahoma, and their community, desires to express in a formal way its appreciation for the actions of the President of the United States in requesting authorization and implementation of said projects, and the Congress of the United States of America in authorizing said projections; and

Whereas said organization also desires to express in a formal way its complete and wholehearted interest and support of said projects: it is therefore hereby

Resolved, That this organization is completely, wholeheartedly, unanimously, and unreservedly interested in said projects and their accomplishment and completion, and urges their implementation and early completion; and it is further hereby

Resolved, That this organization sincerely is appreciative and gratefully thankful for the interest of the President of the United States of America and the Congress of the United States of America in said projects; and it is further hereby

Resolved, That a copy of this resolution be forwarded by the secretary to the President of the United States of America and to all Members of the Congress of the United States of America from the State of Oklahoma as a token of our appreciation for their efforts, as a reminder of a continuation and intensification of local interest, and as an incentive to enact legislation necessary to carry out their authorization.

Adopted this April 30, 1957.

HARRIET GRAVES, *President.*

RESOLUTION OF JUNIOR CHAMBER OF COMMERCE, CLINTON, OKLA.

Whereas the economy of western Oklahoma is based primarily on agriculture, national-defense installations, tourists, and small industry; and

Whereas the lack of water has seriously depressed our economy in the past years; and

Whereas the 84th Congress of the United States, in cooperation with the President of the United States, in its 1st session adopted Public Law 419, authorizing the construction of the Washita River Basin projects, consisting of the Foss Reservoir and the Cobb Creek Reservoir, which reservoirs will furnish water in sufficient quantities for extensive irrigation, industrial development, national-defense installations, water conservation, flood control, and the conservation of fish and wildlife, and providing recreational facilities; and

Whereas the above set out purposes of the Washita River Basin projects will greatly benefit many thousands of people in western Oklahoma, and will benefit the State of Oklahoma and the United States of America to a great extent; and

Whereas the Clinton Junior Chamber of Commerce of Clinton, Okla., which is interested in an attempt to be of service to their community and the Nation as a whole, desires to express, in a formal way, its appreciation for the actions of President Dwight D. Eisenhower in requesting authorization of said projects and the Congress of the United States in continuing to bring about the realization of the dream of the people of this area by authorizing the Washita River Basin projects: Now, therefore, it is hereby

Resolved, That this organization is completely, wholeheartedly, unanimously, and unreservedly interested in said projects and their accomplishment and urges their early completion; it is, therefore, further hereby

Resolved, That this organization wants to take this opportunity to thank President Eisenhower and the Congress of the United States for their interest in said projects; and it is further hereby

Resolved, That the president of this group submit to President Eisenhower and to each member of the Oklahoma congressional delegation a copy of this resolution as an expression of thanks and appreciation, and in order that they might know of our continued and intensified interest in the project and our sincere hope for its early completion.

Adopted this April 30, 1957.

LEROY PEARSON, *President*.

RESOLUTION OF LIONS CLUB, CLINTON, OKLA.

Whereas the scarcity of water for irrigation, industrial, and municipal use has been a very depressing influence on the economy of this area, and, therefore, has seriously affected the economy of this action of the State of Oklahoma; and

Whereas the economy in this area is based primarily on agriculture, national-defense installations, and small industry; and

Whereas the 84th Congress of the United States of America, at the request of the President of the United States, in its 1st session, adopted Public Law 419, authorizing the construction of the Washita River Basin projects, consisting of the Foss Reservoir and the Cobb Creek Reservoir, which reservoirs will furnish sufficient water for extensive irrigation, industrial development, national-defense installations, water conservation, and flood control, as well as conservation of fish and wildlife and recreational facilities; and

Whereas the Clinton Lions Club of Clinton, Okla., desires to express, in a formal way, its appreciation for the action of the President of the United States in requesting authorization and implementation of said projects, and the Congress of the United States in authorizing said projects; and

Whereas the above said organization desires to express, in a formal way, its complete, wholehearted, and unreserved interest and support of said projects: Now, therefore, it is hereby

Resolved, That this organization is unanimously and wholeheartedly interested in the accomplishment of said projects and urges their early completion; and it is further hereby

Resolved, That this organization is sincerely appreciative for the interest of the President of the United States and the Congress of the United States in said projects; and it is further hereby

Resolved, That a copy of this resolution be forwarded by the secretary to the President of the United States of America and to all Members of the Congress of

the United States of America from the State of Oklahoma as a token of our appreciation for their efforts, as a reminder of the continuation and intensification of local interest, and as an incentive to enact legislation and make appropriations necessary to carry out their authorization.

Adopted this April 30, 1957.

ROY O. KELLY, *President.*

RESOLUTION

Whereas the Honorable Dwight D. Eisenhower, President of the United States of America, and the Congress of the United States have demonstrated their interest in and concern for the welfare of our area and their realization of the injury to the economy of our Nation caused by periodic droughts and floods in this section of the Nation; and

Whereas, because of said knowledge, concern, and interest of the President, he requested the 84th Congress, in its 2d session, to adopt Public Law 419 authorizing the construction of Foss Reservoir and Cobb Creek Reservoir in our area; and

Whereas I want to thank the President for his interest and personal influence in requesting said authorization and want to show my appreciation to the Congress of the United States for its demonstration of its appreciation of the problem and its knowledge of the proper solution; and

Whereas I am anxious for the President and Congress to know of my intensified and continuing interest in the projects and in obtaining the additional appropriations necessary to complete them, and desire to respectfully request the President to continue his assistance and influence, and desire to respectfully request the Congress to appropriate the funds necessary for the completion of said projects: It is, therefore, hereby

Resolved, That I am thankful and appreciative for the interest, efforts, and actions of the President of the United States of America and the Congress of the United States of America in authorizing said projects; and it is further hereby

Resolved, That I, without reservation, express hereby to the President and Congress its tremendous interest in said projects and urge them to exert their best efforts to carry out said authorization quickly; and it is further hereby

Resolved, That I transmit to the President of the United States of America and to each Member of the Oklahoma congressional delegation a copy of this resolution as an expression of thanks and appreciation, and in order that they might know of my interest in the project and its completion.

Adopted this April 30, 1957.

MAYOR OF THE CITY OF CLINTON,
J. M. SMITH, Jr.

RESOLUTION OF BUSINESS AND PROFESSIONAL WOMEN'S CLUB, CLINTON, OKLA.

Whereas the Honorable Dwight D. Eisenhower, President of the United States of America, and the Congress of the United States have demonstrated their interest in and concern for the welfare of our area and their realization of the injury to the economy of our Nation caused by periodic floods and droughts in this section of the Nation; and

Whereas because of said concern, knowledge and interest of the President he requested the 84th Congress, in its 2d session, adopt Public Law 419 authorizing the construction of Foss Reservoir and Cobb Creek Reservoir in our area; and

Whereas we want to thank the President for his interest and personal influence in requesting said authorization and want to show our appreciation to the Congress of the United States for its demonstration of its appreciation of the problem and its knowledge of the proper solution; and

Whereas we are anxious for the President and Congress to know of our continuing and intensified interest in the projects and in obtaining the additional appropriations necessary to complete them and desire to respectfully request the President to continue his assistance and influence and desire to respectfully request the Congress to appropriate the funds necessary for the completion of said projects: It is therefore hereby

Resolved, That this group is and ever shall be thankful and appreciative for the interest, efforts, and actions of the President of the United States of America and

the Congress of the United States of America in authorizing said projects; and it is further hereby

Resolved, That this group unanimously and without reservation express hereby to the President and Congress its tremendous interest in said projects and urge them to exert their best efforts to carry out said authorization quickly; and it is further hereby

Resolved, That the President of this group transmit to the President of the United States of America and to each Member of the Oklahoma congressional delegation a copy of this resolution as an expression of thanks and appreciation, and in order that they might know of our continued and intensified interest in the project and its completion.

Adopted this April 30, 1957.

BERTHA STEPHENSON, *President*.

RESOLUTION OF AMERICAN LEGION, CLINTON, OKLA.

Whereas the Honorable Dwight D. Eisenhower, President of the United States of America, and the Congress of the United States have demonstrated their interest in and concern for the welfare of our area and their realization of the injury to the economy of our Nation caused by periodic droughts and floods in this section of the Nation; and

Whereas because of said knowledge, concern, and interest of the President he requested the 84th Congress, in its 2d session, adopt Public Law 419 authorizing the construction of Foss Reservoir and Cobb Creek Reservoir in our area; and

Whereas we want to thank the President for his interest and personal influence in requesting said authorization and want to show our appreciation to the Congress of the United States for its demonstration of its appreciation of the problem and its knowledge of the proper solution; and

Whereas we are anxious for the President and Congress to know of our intensified and continuing interest in the projects and in obtaining the additional appropriations necessary to complete them and desire to respectfully request the President to continue his assistance and influence and desire to respectfully request the Congress to appropriate the funds necessary for the completion of said projects. It is therefore hereby

Resolved, That this group is and ever shall be thankful and appreciative for the interest, efforts, and actions of the President of the United States of America and the Congress of the United States of America in authorizing said projects; and it is further hereby

Resolved, That this group unanimously and without reservation express hereby to the President and Congress its tremendous interest in said projects and urge them to exert their best efforts to carry out said authorization quickly; and it is further hereby

Resolved, That the President of this group transmit to the President of the United States of America and to each member of the Oklahoma congressional delegation a copy of this resolution as an expression of thanks and appreciation, and in order that they might know of our continued and intensified interest in the project and its completion.

Adopted this April 30, 1957.

LAWRENCE CRAWFORD, *Commander*.

RESOLUTION OF CHAMBER OF COMMERCE, CLINTON, OKLA.

Whereas the economy of our area is based primarily on tourists, agriculture, national defense installations, oil production, and small industry and water is essential to our economy; and

Whereas scarcity of water for irrigation, municipal use and industrial use has been a serious and permanent depressing influence on our economy and thereby has seriously affected the economy of the State of Oklahoma and the United States of America; and

Whereas the 84th Congress of the United States of America, at the request of the President of the United States in its 2d session, adopted Public Law 419 authorizing the construction of Washita River Basin projects consisting of the Foss Reservoir and the Cobb Creek Reservoir, which reservoirs will furnish water in sufficient quantities for extensive irrigation, industrial use, national defense

installations, water conservation, and flood control, as well as conservation of fish and wildlife and recreational facilities; and

Whereas the necessary legislation to appropriate additional funds for the implemenatation of said authorization are now pending before said 84th Congress of the United States of America; and

Whereas the Chamber of Commerce, Clinton, Okla., which is interested in and attempts to be of service to the welfare of the United States of America, the State of Oklahoma, and their community, desires to express in a formal way its appreciation for the actions of the President of the United States in requesting authorization and implementation of said projects and the Congress of the United States of America in authorizing said projections; and

Whereas said organization also desires to express in a formal way its complete and wholehearted interest and support of said projects, it is therefore hereby

Resolved, That this organization is completely, wholeheartedly, unanimously, and unreservedly interested in said projects and their accomplishment and completion and urges their implementation and early completion; and it is further hereby

Resolved, That this organization sincerely is appreciative and gratefully thankful for the interest of the President of the United States of America and the Congress of the United States of America in said projects; and it is further hereby

Resolved, That a copy of this resolution be forwarded by the secretary to the President of the United States of America and to all Members of the Congress of the United States of America from the State of Oklahoma as a token of our appreciation for their efforts, as a reminder of a continuation and intensification of local interest, and as an incentive to enact legislation necessary to carry out their authorization.

Adopted this April 30, 1957.

PAT MOORE, *President.*

RESOLUTION OF ROTARY CLUB, CLINTON, OKLA.

Whereas the economy of our area is based primarily on agriculture, tourists, oil production, national defense installations, and small industry and water is essential to our economy, and

Whereas scarcity of water for irrigation, industrial use and municipal use has been a serious and permanent depressing influence on our economy and thereby has seriously affected the economy of the State of Oklahoma and the United States of America, and

Whereas the 84th Congress of the United States of America, at the request of the President of the United States in its 2d session, adopted Public Law 419 authorizing the construction of Washita River Basin projects consisting of the Foss Reservoir and the Cobb Creek Reservoir, which reservoirs will furnish water in sufficient quantities for extensive irrigation, industrial use, national defense installations, water conservation, and flood control, as well as conservation of fish and wildlife and recreational facilities, and

Whereas the necessary legislation to appropriate additional funds for the implementation of said authorization are now pending before said 84th Congress of the United States of America, and

Whereas the Rotary Club, Clinton, Okla., which is interested in and attempts to be of service to the welfare of the United States of America, the State of Oklahoma, and their community desires to express in a formal way its appreciation for the actions of the President of the United States in requesting authorization and implementation of said projects and the Congress of the United States of America in authorizing said projections; and

Whereas said organization also desires to express in a formal way its complete and wholehearted interest and support of said projects, it is therefore hereby

Resolved, That this organization is completely, whole-heartedly, unanimously and unreservedly interested in said projects and their accomplishment and completion and urges their implementation and early completion; and it is further hereby

Resolved, That this organization sincerely is appreciative and gratefully thankful for the interest of the President of the United States of America and the Congress of the United States of America in said projects; and it is further hereby

Resolved, That a copy of this resolution be forwarded by the secretary to the President of the United States of American and to all Members of the Congress of the United States of America from the State of Oklahoma as a token of our

appreciation for their efforts, as a reminder of a continuation and intensification of local interest, and as an incentive to enact legislation necessary to carry out their authorization.

Adopted this April 30, 1957.

T. F. CORLEY, *President.*

RESOLUTION OF AMERICAN LEGION AUXILIARY, CLINTON, OKLA.,

Whereas the Honorable Dwight D. Eisenhower, President of the United States of America, and the Congress of the United States have demonstrated their interest in and concern for the welfare of our area and their realization of the injury to the economy of our Nation caused by periodic droughts and floods in this section of the Nation; and

Whereas because of said interest, concern, and knowledge of the President he requested the 84th Congress, in its 2d session, adopt Public Law 419 authorizing the construction of Foss Reservoir and Cobb Creek Reservoir in our area; and

Whereas we want to thank the President for his interest and personal influence in requesting said authorization and want to show our appreciation to the Congress of the United States for its demonstration of its appreciation of the problem and its knowledge of the proper solution; and

Whereas we are anxious for the President and Congress to know of our continuing and intensified interest in the projects and in obtaining the additional appropriations necessary to complete them and desire to respectfully request the President to continue his assistance and influence and desire to respectfully request the Congress to appropriate the funds necessary for the completion of said projects: It is therefore hereby

Resolved, That this group is and ever shall be thankful and appreciative for the interest, efforts, and actions of the President of the United States of America and the Congress of the United States of America in authorizing said projects; and it is further hereby

Resolved, That this group unanimously and without reservation express hereby to the President and Congress its tremendous interest in said projects and urge them to exert their best efforts to carry out said authorization quickly; and it is further hereby

Resolved, That the president of this group transmit to the President of the United States of America and to each member of the Oklahoma congressional delegation a copy of this resolution as an expression of thanks and appreciation, and in order that they might know of our continued and intensified interest in the project and its completion.

Adopted this April 30, 1957.

——— ———, *President.*

RESOLUTION OF KIWANIS CLUB, CLINTON, OKLA.

Whereas the Honorable Dwight D. Eisenhower, President of the United States of America, and the Congress of the United States have demonstrated their interest in and concern for the welfare of our area and their realization of the injury to the economy of our Nation caused by periodic droughts and floods in this section of the Nation; and

Whereas because of said interest, concern, and knowledge of the President he requested the 84th Congress, in its 2d session, to adopt Public Law 419 authorizing the construction of Foss Reservoir and Cobb Creek Reservoir in our area; and

Whereas we want to thank the President for his interest and personal influence in requesting said authorization and want to show our appreciation to the Congress of the United States for its demonstration of its appreciation of the problem and its knowledge of the proper solution; and

Whereas we are anxious for the President and Congress to know of our continuing and intensified interest in the projects and in obtaining the additional appropriations necessary to complete them and desire to respectfully request the President to continue his assistance and influence and desire to respectfully request the Congress to appropriate the funds necessary for the completion of said projects; it is therefore hereby

Resolved, That this group is and ever shall be thankful and appreciative for the interest, efforts, and actions of the President of the United States of America and

the Congress of the United States of America in authorizing said projects; and it is further hereby

Resolved, That this group unanimously and without reservation express hereby to the President and Congress its tremendous interest in said projects and urge them to exert their best efforts to carry out said authorization quickly; and it is further hereby

Resolved, That the president of this group transmit to the President of the United States of America and to each member of the Oklahoma congressional delegation a copy of this resolution as an expression of thanks and appreciation, and in order that they might know of our continued and intensified interest in the project and its completion.

Adopted this April 30, 1957.

WADE CYPRET, *President.*

FORT COBB, OKLA., *April 27, 1957.*

The PRESIDENT,
The White House,
Washington, D. C.

MY DEAR MR. PRESIDENT: We want to thank you for your personal assistance and influence in making possible the authorization of the Washita project (Foss and Cobb Creek) Public Law 419, 84th Congress, 2d session.

Your assistance with the Bureau of the Budget, in making these funds available, will be very much appreciated by us. There is a great need for public works in this area, and it is very important to us that appropriation is made to start construction of this project this summer.

Respectfully yours,

LEONARD RATLIFF,
President, Fort Cobb Rotary Club, No. 5015.

RESOLUTION

Whereas the 84th Congress, 2d session, enacted Public Law 419 entitled "An act to authorize the Secretary of the Interior to construct, operate and maintain the Washita River Basin reclamation project in Oklahoma" and the President of the United States approved said act on February 25, 1956; and

Whereas a supplemental appropriation of a half-million dollars was made for project planning, and all engineering work and preliminary project planning has now been completed and construction can proceed upon appropriation of the necessary funds; and

Whereas the sympathy, support, assistance, and personal influence of President Dwight D. Eisenhower has been of inestimable value in securing the authorization for the Washita project (Foss and Cobb Creek): Now, therefore, be it

Resolved by the Rotary Club of Anadarko, Okla., in meeting duly assembled, That we express our appreciation and gratitude to President Dwight D. Eisenhower for his sympathy for our need for a source of drinking water and for water to irrigate the crops in our community, and for the assistance and support he rendered in securing the authorization of the Washita project, and we implore his continued sympathy and support and his influence with the Bureau of the Budget and the appropriation committees of the Congress in order that the project may continue to completion.

Unanimously adopted by the Rotary Club of Anadarko, Okla., this 1st day of May 1957.

HASKELL B. PUGH, *President.*

Attest:

MARSHALL SETTLE, *Secretary.*

RESOLUTION

Resolved, That the Lions Club of Anadarko, Okla., express its gratitude and appreciation to the Honorable Dwight D. Eisenhower, President of the United States of America, for his interest in the Fort Cobb-Foss Reservoir project authorized by Public Law 419, 84th Congress, and for his assistance in obtaining such authorization and funds for preliminary surveys, and for the interest and assist-

ance of the various agencies of the executive department in connection with this project, particularly the Bureau of Reclamation of the Department of the Interior and the Bureau of the Budget; further

Resolved, That the Lions Club of Anadarko, Okla., earnestly petitions the President of the United States for his continued interest and assistance on behalf of the Fort Cobb-Foss Reservoir project, with the Bureau of the Budget, the Bureau of Reclamation, Department of the Interior, and other agencies of the executive department concerned, to the end that actual construction of the project might be started during the fiscal year beginning July 1, 1957.

I certify that the above resolution was adopted by unanimous vote of the Lions Club of Anadarko, Okla., at its regular meeting on Monday, April 22, 1957.

F. R. HARRISON, Jr., *Secretary.*

RESOLUTION

To Hon. DWIGHT D. EISENHOWER,
The President of the United States:

Whereas Public Law No. 419 of the 84th Congress, 2d session, creating the Cobb Creek Dam has become the law; and

Whereas the Cobb Creek Dam project is of great interest to this section of the State of Oklahoma, because of its need for municipal water, for flood control, for irrigation, fish and wildlife, and recreational purposes, as well as for the need for public works in this drought stricken area: Now, therefore, be it

Resolved, by the Kiwanis Club of Anadarko, Okla., That this club collectively desires your assistance, with the Bureau of Budget, in order to make funds available for the construction of this project, at your earliest convenience.

This resolution is adopted by the unanimous concurrence of all members thereof.

BERT TEMPLE, *President.*

Attest:

JIM FITZGERALD,
Secretary.

ROBIN R. DEON,
JIMMIE C. HALBERT,
FLOYD MITCHELL,
A. V. BE——AGE,
OWEN C. GRANT,
BILL MCDUFFEY,
FRANK ELKOWN,
Directors.

RESOLUTION NO. 12

A resolution officially expressing the appreciation of the city of Hobart, Okla., to Dwight D. Eisenhower, President of the United States of America, for his interest, influence and assistance in procuring congressional authorization of the Foss-Cobb Creek project and requesting his further assistance in securing appropriations for the construction thereof

Whereas the officials of the city of Hobart having been informed of the invaluable assistance rendered by the President of the United States of America, in obtaining congressional authorization of the Foss-Cobb Creek project; and

Whereas said officials are aware that the consummation of said project will be impossible without the appropriation of funds for that purpose; and

Whereas it is the desire of the officials of the city of Hobart, Okla., officially show their appreciation for efforts extended by the President in their behalf: Now, therefore, be it

Resolved by the mayor and councilmen of the city of Hobart, Okla., as follows:

1. That the city of Hobart be placed on record as expressing their sincere gratitude and appreciation to Dwight D. Eisenhower, President of the United States of America, for his interest, influence and assistance in securing congressional authorization of the Foss-Cobb Creek project.

2. That the President be officially requested to continue to use his efforts and influence toward securing adequate appropriations for the completion of the said Foss-Cobb Creek project.

Dated this 30th day of April 1957.

Approved this 30th day of April 1957.

[SEAL]
Attest:

BUSTER WATKINS, *Mayor.*

SUSIE BARTON, *City Clerk.*

RESOLUTION OF THE KIWANIS CLUB, CORDELL, OKLA.

Whereas, the Honorable Dwight D. Eisenhower, President of these United States, has successfully sponsored and recommended to the Congress of the United States the passage of House Docket No. 219 of the 1st session of the 83d Congress for the construction of the Foss Dam project: Now, therefore, be it

Resolved by the Kiwanis Club of Cordell, Okla., That they express to the President of the United States their appreciation for his faithful service in this respect; be it further

Resolved by the members of the Kiwanis Club of Cordell, Okla., That the President be requested to lend his support in obtaining money appropriated so that construction of the project can be started as soon as possible after July 1, 1957.

Passed, approved and adopted this 25th day of April 1957.

————————, *President.*

RESOLUTION

Whereas the Honorable Dwight D. Eisenhower, President of these United States, has successfully sponsored and recommended to the Congress of the United States the passage of House Docket No. 219 of the 1st session of the 83d Congress for the construction of the Foss Dam project: Now, therefore, be it

Resolved by the mayor and council of the city of New Cordell, Okla., That they express to the President of the United States their appreciation for his faithful service in this respect; be it further

Resolved by the mayor and council of the city of New Cordell, Okla., That the President be requested to lend his support in obtaining money appropriated so that construction of the project can be started as soon as possible after July 1, 1957.

Passed, approved and adopted this 25th day of April 1957.

THE CITY OF NEW CORDELL, OKLA.
(a municipal corporation),
By J. J. ALEERSON, *Mayor.*
WILMA GREEN, *City Clerk.*

[SEAL]
Attest:

RESOLUTION

Whereas the Honorable Dwight D. Eisenhower, President of these United States, has successfully sponsored and recommended to the Congress of the United States the passage of House Docket No. 219 of the 1st session of the 83d Congress for the construction of the Foss Dam project: Now, therefore, be it

Resolved by the members of the Chamber of Commerce of Cordell, Okla., That they express to the President of the United States their appreciation for his faithful service in this respect; be it further

Resolved by the members of the Chamber of Commerce, Cordell, Okla., That the President be requested to lend his support in obtaining money appropriated so that construction of the project can be started as soon as possible after July 1, 1957.

Passed, approved, and adopted this 26th day of April 1957.

CHAMBER OF COMMERCE,
CORDELL, OKLA.,
By HARRY HILTON, *President.*

RESOLUTION

Whereas the Honorable Dwight D. Eisenhower, President of these United United States, has successfully sponsored and recommended to the Congress of the United States the passage of House Docket No. 219 of the 1st session of the 83d Congress for the construction of the Foss Dam project: Now, therefore, be it

Resolved by the members of the Rotary International of Cordell, Okla., That they express to the President of the United States their appreciation for his faithful service in this respect; be it further

Resolved by the Rotary International Club of Cordell Okla., That the President be requested to lend his support in obtaining money appropriated so that construction of the project can be started as soon as possible after July 1, 1957.

Passed, approved, and adopted this 25th day of April 1957.

ROTARY INTERNATIONAL, *Cordell Okla.*
By M. O. HALLOWAY, *President.*

Mr. JENSEN. Mr. Chairman, may I say a word?

Mr. RABAUT. Surely.

Mr. JENSEN. I want Congressman Morris, Senator Monroney, and the rest of the gentlemen who have appeared here to know—and I believe I speak for the committee; in fact, I am sure I do—we are glad to have you folks come before us on this very worthwhile project.

I think the country has become very water-conscious. We realize now the value of this liquid gold. People also in most places realize that flood control is a national problem, generally speaking, and the Congress has been liberal in appropriating funds for irrigation and reclamation and flood control.

You have here a project that is possibly one of the most needed projects in America today, from the standpoint of flood control and water conservation, and you are showing good faith by local participation to the tune of something like $22 million on a project that is estimated to cost about $40 million. Of course, we Representatives that have this job to do as every Congressman does, try to expend the people's money where it is needed, and it is always gratifying when people like you come before the committee and show good faith by the people who will derive the benefits from the appropriated funds.

I am glad to see you down here today.

Mr. McBride, how long have you been with the Bureau of Reclamation?

Mr. MCBRIDE. A long time. Let us not talk about the number of years.

Mr. JENSEN. He understands the problem of reclamation and irrigation, and it is always a pleasure to have Mr. McBride present. We know he knows his job, and without a doubt you are for this project also; are you not?

Mr. MCBRIDE. Yes, sir; very much, sir.

Mr. JENSEN. I was quite sure you were.

Mr. MORRIS. Mr. Chairman, I want to express my sincere gratitude for what you said, Congressman Jensen; that makes us feel mighty good.

Mr. Chairman, the next witness is Don McBride, and I believe he is going to ask permission for all the witnesses to put their statements into the record.

Mr. RABAUT. We shall be glad to hear from Mr. McBride.

STATEMENT OF SENATOR ROBERT S. KERR

Mr. McBRIDE. Mr. Chairman, my name is Don McBride, and I am an assistant to Senator Kerr. Senator Kerr is on the floor of the Senate at this very moment making a speech about the disastrous flood that we are having in Oklahoma, and that is the reason he has not been here.

I ask permission that he may file a statement which he will wish to do, Mr. Chairman.

Mr. RABAUT. Without objection, the statement will be filed at this point in the record.

(The statement is as follows:)

Mr. Chairman, I appreciate very much the courtesy that you are extending the Oklahoma delegation and our friends from the Washita Valley who are appearing here in behalf of funds for the construction of the Foss and Cobb Creek projects.

I am fully convinced that these projects have advanced to the stage where if they were given a $5 million appropriation each, it could economically be expended. However, we do not ask for that appropriation. Instead, we urge that you make, as a minimum appropriation the $3,410,000 contained in the budget estimate. This amount of money will result in a delay of our project but we are fully cognizant of the problem which is before you and, therefore, we urge the $3,410,000.

Mr. Chairman, as you know, Oklahoma is suffering from the most disastrous floods that have hit our State in many years. This follows 5 years of very destructive drought.

In the President's budget are requests for funds for surveys and planning on the following projects: Corbin and Caldwell Reservoirs on the Chikaskia River; the Arbuckle project on Rock Creek, a tributary of the Washita River; the Waurika Reservoir on Beaver Creek, a tributary of the Red River. The local people in each instance have contributed heavily financially toward these surveys and we urgently request that the full amounts requested by the Bureau of Reclamation be allowed in order that this work can move along speedily.

It may be of interest to you that each of the three projects for which we are seeking planning money, if they had been in operation, would have controlled very destructive floods which are right now in progress.

I thank you for your courtesy in extending us this time in behalf of our projects.

STATEMENT OF DON M'BRIDE

Mr. McBRIDE. Mr. Chairman, we appreciate very much the attitude of this committee relative to this Washita project. Congressman Jensen, I might tell you that in 1936 I ran the line to set the elevations on the axis of the Fort Cobb Reservoir, being a part of this project. So, I have worked on it for a few years.

May I repeat what the previous witnesses have said: that we recognize that we are laboring under a very unusual circumstance this year, and although we feel like we could use considerably more money than has been recommended by the Bureau of the Budget, we are not going to make a plea for additional money but urgently request that you give us the $3,410,000 plus the carryover which is contained in the budget.

Mr. Chairman, we are in region 5 of the Bureau of Reclamation, and in the planning money for fiscal year 1958 program for the Amarillo office, is an item of $1,499,700. In that $1,499,700 are a number of Oklahoma projects which are advancing in their normal procedure. One of these is the Beaver Creek project. We refer to it locally as the Waurika Reservoir. Incidentally, 80 families were evacuated from that city right this minute because of a devastating flood on Beaver and Cow Creeks.

We have received the reconnaissance survey and are ready now to go into the project survey. This project survey will cost about $85,000, and I am happy to report to you that the local people in that community are digging down into their jeans and by local subscription are raising $25,000 of hard cash to put on the barrelhead.

Mr. JENSEN. That is good.

Mr. MCBRIDE. I hope you remember that when you come to this specific item.

Another project that needs $25,000 for a survey is in Kansas, but it is on a tributary of the Chakaskee River. These two reservoirs are on the Chakaskee proper, and on Bluff Creek, a tributary of the Chakaskee; 26 city blocks of the city of Blackwell are under water today. Had these two reservoirs been constructed and in operation, there would not have been any flood at all on the Chakaskee River to devastate the city of Blackwell.

The third project is a project we refer to as the Arbuncle project, near Ardmore, Okla. This is on a tributary of the Washita.

It is on Rock Creek, and it will require $25,000 to complete the reconnaissance survey.

Mr. RABAUT. What is the name of that project?

Mr. MCBRIDE. Rock Creek. It is the Arbuncle project.

Again, I am very happy to report that these people have dug down into their pockets and have already put on the barrelhead $3,500 and are prepared to participate further when they get the reconnaissance survey completed.

Mr. RABAUT. All right.

Mr. MCBRIDE. That is the extent of my testimony, and I thank you for this opportunity of appearing before you.

Mr. RABAUT. Thank you, Mr. McBride.

ADDITIONAL STATEMENTS

Mr. MORRIS. Mr. Chairman, may I submit for the record at this time statements of others who are present?

Mr. RABAUT. You may proceed.

Mr. MORRIS. I submit at this time the statement of Mr. Charles Engleman and the statement of Mr. Parker Woodall, sir, as well as the statetment of Mr. Raymond Smart.

(The statements referred to follow:)

Mr. Chairman and members of the committee, I am Charles Engleman of Clinton, Okla., publisher and owner of the Clinton Daily News. I am appearing before you today as vice chairman of the Washita Basin Improvement Association and chairman of the Foss Reservoir Master Conservancy District. I would like to impress upon you the need for the appropriation of sufficient funds to permit construction of the Washita Basin project to proceed without further delay. People in our area have been diligently striving for many years to get the project under way and now that it has been authorized we feel that the availability of funds is the most important factor in connection with construction of the project.

My associate, Mr. Connel, has already told you about the Washita Basin Improvement Association and its objectives and has presented information about the Fort Cobb division in which he is most intimately concerned. I will, therefore, confine my remarks principally to the Foss division as that division of the Washita Basin project is of most immediate and direct concern to the Foss Reservoir Master Conservancy District.

During the authorization hearings last year we presented a great deal of information about our needs in the basin and how we expected the Washita Basin project to help in providing the solutions. Since then the great drought has

continued for another full year, making it one of the worst droughts in the history of our country. This drought has been broken, at least for the time being, by rains this spring and we have already experienced flooding in the upper reaches of the Washita River.

As I pointed out above, last summer was one of the driest years in our history and all of our towns and cities in western Oklahoma have continued to experience difficult water supply problems. Because of the seriousness of our shortages of supply and the realization that it will take several years in order to get the Foss Reservoir finished, the city of Clinton was forced to make a bond issue for the development of emergency wells which we hope will carry us through until we can obtain new water supplies from Foss Reservoir. Other towns which are members of the Foss Reservoir Master Conservancy District have also had their water troubles and several of the smaller towns have been forced to continue to haul water for domestic purposes because of an inadequate supply and the extremely poor quality of their present supply. We are now making plans that the Foss division of the Washita project would provide water supply for the needs of Clinton, Cordell, Hobart, Rocky, Corn, and Gotebo. They are all members of the Foss Reservoir Master Conservancy District. In addition to this, the Foss Irrigation District is a member of the master conservancy district. The Clinton-Sherman Air Force Base, southwest of Clinton, is now being reactivated and expanding into a major establishment. Through conferences with officers of the Defense Department, it has been determined that the base is in need and interested in obtaining an additional water supply from Foss Reservoir which they consider to be reliable and adequate for their future needs.

Our river valley offers a wonderful opportunity for the development of irrigation. In recent years we have witnessed a great increase in interest in irrigation. Our farmers have attempted to develop irrigation by means of wells and streambank pumping plants. They have succeeded to such a extent that we know irrigation is practical and would be of tremendous benefit to our people. They have been hampered by lack of a dependable water supply, which can be provided only through storage and they have been discouraged by periodic floods which endanger their investment in equipment and damage their lands.

Like the rest of the Washita Basin the upper reaches of the Washita River is plagued with destructive floods which often originate in the headwaters and sweep downstream causing extensive property damage and even loss of life. We know that during the first 30 years of this century, several destructive floods occurred, but specific information regarding them is not well documented. However, in April 1934, a flood known as the Hammon flood was of such great magnitude and so destructive as it rushed downstream that it has caused us to never forget what havoc can be wrought by the uncontrolled rampaging waters of the Washita River. That flood alone caused the loss of 17 lives, destroyed farm homes and caused several millions of dollars of damage to farm homes, lands and highways and railroads. Subsequent to 1934 many other damaging floods have occurred some of which were of major proportion. In 1951 a flood caused extensive damage in the vicinity of Clinton, including the loss of three lives by drowning. In 1954 extensive flooding occurred along the Washita River above Clinton. Many of these floods originated above the Foss Dam site and would have been controlled by that structure. This is particularly true of the 1934 Hammon flood.

Because of the erratic nature of streamflow of the Washita River and its tributaries and long periods when little or no flow occurs which are broken by short periods of intense flood flows, we know that it is not possible to develop adequate water supply or to provide major flood protection along the main stream without a large storage reservoir. We are, therefore, most anxious that the Foss Reservoir be developed as soon as practicable. We realize that because of the nature of the project, a substantial part of the cost will be repaid by local people who will benefit. I would like to point out that since authorization of the project, we have been very active in not only the activities of the Washita Basin Improvement Association, but in activities relating to our own division of the project. Our own people have organized and formed the Foss Reservoir Master Conservancy District under provisions of legislation passed during the 1955 session of the State Legislature so that we may be able to carry out our responsibilities with respect to entering into repayment contracts and managing the project. The area covered by the conservancy district and the various entities involved have been enumerated above. The irrigation district, I might add, has held its election and has already elected its officers and is a duly constituted organization which may undertake contractual obligations.

We have worked closely with the Bureau of Reclamation in furnishing data for preparation of detailed plans. Cost estimates and designs are scheduled to be ready by July 1957. At that time we plan to hold elections in the various cities authorizing the city councils to negotiate contracts with the conservancy district. Our schedule calls for signing of repayment contracts by November 1957 and the Bureau of Reclamation should be prepared to proceed with the construction work at that time. We believe that we have demonstrated our desire and willingness to cooperate to the extent of our ability in developing this project.

In summary, I repeat that there is a definite and urgent need for the Foss Division of the Washita Basin project. This need can be met only by construction of the necessary project works at as early a date as is practical. Therefore, it is respectfully petitioned that the committee give favorable consideration to appropriation of funds to permit the work to be carried out at a rapid pace.

STATEMENT TO SUBSTANTIATE REQUEST FOR APPROPRIATION FOR CONSTRUCTION OF COBB-CREEK AND FOSS RESERVOIRS ON THE WASHITA RIVER IN OKLAHOMA

Mr. Chairman and members of this committee, I am Parker Woodall, of Verden, Grady County, Okla. I am representing the farmers, who will receive flood control and irrigation benefits from this project. Before we get too engaged, in our eagerness to present reasons for further appropriations for this project, we would like to remind you that we were and are grateful to this committee for the very timely and adequate appropriation of last year, which will make actual construction immediate during the drought of this summer, pending only your approval. Flood control and irrigation benefits, plus the repayment ability of the farmers affected by this project, should be the determining factor if these appropriations are granted.

FLOOD CONTROL

The flood-control features in this project assure protection from crop losses, and erosion on all first bottom land, the most fertile in the United States, a strip of land averaging three-quarrers of a mile wide, extending across the State of Oklahoma, along the meandering Washita River. Floods on the river have become an almost annual springtime occurrence. From where I live, and have farmed since 1901, 1 mile north of Verden, on the most traveled farm-to-market road in the State of Oklahoma, traffic, including seven school buses, and rural free delivery, was stopped during the week of May 4, 1957, due to floodwater. An alternate route is 32 miles. In 1949 and 1951, much higher water made the only alternate route more than 120 miles. Crop losses are evaluated in a separate report, prepared by Caddo County Agent Harold Liles, and is a part of this statement. To us, these recurring floods are disastrous; however, we have never been declared a disaster area.

IRRIGATION

The impounding of these devestating floodwaters in these 2 reservoirs would insure supplemental irrigation waters for some 24,000 acres in this semiarid region. This project, alone, would remove, forever, the necessity for the Government ever again, spending hundreds of thousands of dollars, importing drought relief hay and grains into this part of Oklahoma. Water supply in the Washita River during the months of July, August and September, our producing season, is very limited. During the years of 1954, 1955 and 1956, I irrigated 100 acres of cotton that produced an average of 1,000 pounds of lint cotton per acre. Russell Reeves, of Chickasha, and Howard Carter, of Anadarko, produced 1,500 pounds of lint cotton on a smaller irrigated acreage. The county average of both Caddo and Grady Counties, as set up by ASC is 190 pounds and 200 pounds, respectively. Neighbors not irrigating, produced about the county average. Fifteen to twenty tons per acre of ensilage when irrigated is very common, as compared to 0 to 8 tons per acre, nonirrigated. Another irrigating farmer raises 5 cuttings of alfalfa to 1 to 2½ tons of nonirrigated acres. The alfalfa aphid has destroyed thousands of acres of alfalfa in Oklahoma. We find that control methods of the insect are very expensive. Irrigation insures control cost, and sizable net profits. Reseeding of alfalfa fields is unwise without the benefits of irrigation, as the insects are completely destructive to the crop during drought. Drought poses a most serious condition among small farmers, those that farm from 1 to 2 quarter sections. The size of farms is increasing at an alarming rate. Irrigation will completely

eliminate this trend. Due to an average of some 12–20 inches of rainfall, our impounded waters would furnish irrigation for many more acres than in an arid region. Irrigation would more than take care of our unemployment situation, here.

Crop losses are evaluated in a separate report, prepared by Grady County Agent Robert Lamar, and is a part of this statement.

Industry's concern for drought conditions is covered by a statement from Mr. Loyn Marvel, Anadarko, manager of Washita Valley Gins in this area.

Mr. Frazier O'Rear, vice president of Anadarko Bank & Trust Co. in charge of our loan and credit department has also prepared a statement of the benefits of this project.

REPAYMENT ABILITY

Comparable estimate of gross income per acre

	Irrigated land	Nonirrigated land
Cotton	$300–$500	$30–$100
Alfalfa	$100–$200	0–$100
Feed	$75–$150	0– $75
Cattle (head)	3–6	1–3

Our land is good. We need very little commercial fertilizer, just supplemental irrigation. Usage of expensive insecticides is only practical where yields are assured. Our farms are mostly owner-operated, and are generally free of encumbrances. Only the irrigators participation in this project is interest-free; however, increased Federal income tax payments of the farmer would warrant such a loan. Members of this committee, we are not asking for Federal grants, we are only asking our Government for a loan that would make it possible for us to do something that we cannot do for ourselves. We offer substantial security, and, beyond a doubt, incomes from now flooded lands, plus a guaranteed profit from irrigation, would more than assure repayments of the loan that we ask. However, we are grateful for the nonreimbursable features as defined in the project passed by the Congress and signed into law by our President. After many years of patient waiting, working, and hoping on the part of our people in this watershed, it is of utmost importance that we have appropriations for construction from this Congress. This is the only way that this source of water can be developed for us, the people that own it, live on it, and farm it. Due to the ever more demands for water in Oklahoma and north Texas, if we do not develop it now, some metropolis will, and it is lost to us forever. Members of the committee, learned and experienced men of ability could present our cause to you probably much more to your liking, but none so great could be more truthfully sincere and honest in their request than I, on behalf of the many farmers in our area. I thank you for your consideration, and we hopefully await the proper appropriation for the development of a lifelong dream, for my State, for my community, for enlarged future generations, for myself, and for my grandchildren.

Washita River Flood Losses Are $6½ Million Annually

Harold Liles, Caddo County Agent

Caddo County is blessed with a fertile valley running the width of the county along the Washita River. It meanders around through the center of the county for 112 miles and averages a mile wide. One hundred and seventy-seven farm families depend on this area for a livelihood. Indirectly over 3,000 people depend on this farming land for their food and fiber.

Towns in the county realize the business these farms create is their lifeblood. This created wealth goes farther than the county line into larger cities where farm machinery is manufactured and products from the farm are finished for use by the consumer.

The yield of farm crops the Washita River bottom produces is greatly reduced each year by the annual flooding. The past 3 years the river has flooded 3 times, completely ruining 36,580 acres of cultivated crops for a loss of income to the farmers of $3 million.

Annual loss of crops and income are not the only losses to the farmer. Each year he must clean off his farmland after each flood. Trash, trees, and Johnson grass continually hamper his cultivation and harvest of later crops. The cost of cleaning the land of debris runs as high as $100 per acre. Levees have to be replaced to keep the minor rises in the river off the crops. This cost amounts to approximately $3½ million. The farmer must bear this expense in addition to the crop loss.

The irony of the last three floods is that they were during dry years when the county was receiving drought assistance from the Federal Government. This $6½ million would have more than carried the drought program in Caddo County.

A summary of crop yields on irrigated land compared to dry land in Grady County are as follows: Irrigated cotton will average 1,000 to 1,400 pounds of lint per acre compared to 100 to 500 pounds for dry land on the same soil.

Alfalfa will average 5 tons per acre compared to 2½ tons on dry land.

Sorghums for forage will yield 20 tons per acre where the dry land yield would be 9 tons.

Irrigated pastures will double the days of grazing time and likewise more than double the animal units per acre during the entire grazing period.

With present crops and livestock practices, we can expect a net income per acre up to $250 on irrigated land compared with $50 to $75 per acre maximum on dry land.

May 10, 1957.

ROBERT A. LAMAR, *County Agent.*

ANADARKO COTTON OIL MILL AND WASHITA VALLEY GINS,
Anadarko, Okla., May 10, 1957.

To All Gin Managers:

GENTLEMEN: I would like to take this opportunity to express my appreciation for the fine attendance and sincere interest shown in our meeting last week.

I have been doing some research and giving quite a lot of thought to the matter of irrigation, which we all agreed was our only salvation.

After giving this thing a lot of thought, it has become my conviction that those of us who plan to stay in agricultural industry must do everything possible to promote irrigation.

Since all of you are members of your local chamber of commerce and are influential in your communities, you would be doing your community a great service to encourage some kind of an organized program to promote and encourage irrigation in your area. I am confident you will have no trouble getting full cooperation, as some of our small towns and communities are slowly deteriorating. The ones that are progressing and expanding are invariably in the irrigated area.

I know that some of you can do nothing due to the impossibility of a water supply. To you with gins in these areas, I am unable to offer you a solution at this time. But to those of you who have available water, whether it be underground or reservoir, and with your promotion on this thing we can feel assured of many years of happy and prosperous business relations as well as a normal, healthy growth for your community.

I have no suggestion as to a definite program, as each area will need to devise a program fitting his particular community.

As you know, a number of our gins and three oil mills remained dormant last year due to the drought. A lot of men were without work and these communities suffered. So you can easily see that we will be performing a priceless service to your community, as well as safeguarding our business, to encourage and promote this program.

If at any time I can be of assistance to you, please feel free to call on me.

Sincerely yours,

LOYN MARVEL,
District Manager, Washita Valley Gins.

ANADARKO BANK & TRUST CO.,
Anadarko, Okla., May 10, 1957.

MR. ALBERT CONNEL,
President, Washita Valley Improvement Association,
Anadarko, Okla.

DEAR MR. CONNEL: To properly develop approximately 24,000 acres of rich, fertile farming land in the Washita Valley we need water for irrigation. Dryland farming of this valley is not profitable any more. All of these farmers want water for irrigation. Cobb Creek Dam will furnish enough water to irrigate these 24,000 acres. Water for irrigation provided by Cobb Creek Dam means whether these farmers will continue to farm with fair profits or unprofitably.

About 100 miles southwest from here flood-type irrigation is very successful and the farmers are getting along well and that part of the State is booming.

Here at the bank we have business dealings with dryland farmers and a few farmers who irrigate out of the river. The few who irrigate from the river are getting along financially, borrowing less money, have higher standard of living, are taking better care of their soil, and are more satisfied.

Mr. Connel, this isn't something hatched up overnight. Have been observing the possibility of irrigation for many years and I spend most all my time working with farm people and I believe irrigation is the answer on this fertile valley. All the farmers and myself highly recommend Cobb Creek Dam.

Yours very truly,

FRAZIER O'REAR,
Farm Representative, Vice President.

Mr. Chairman and members of committee, my name is Raymond Smart; I am a citizen of Fort Cobb, Okla., a member of the Washita Basin Improvement Association, a professional man and authorized to represent the city and businessmen of Fort Cobb and farmers of the surrounding area.

I would like to express our appreciation for your understanding and favorable support of this project. It was through your efforts one-half million dollars was appropriated for the initial work on the project.

Mr. Chairman and gentlemen, we are not trying to develop a new area and open new lands for cultivation, but we are in a semiarid region that needs to be sustained. Sustained for the people who have lived there since statehood, for the State of Oklahoma and for the Nation.

The project is a good one, too large for the local people to finance, but one that the community will be able to repay over a period of years as set forth in the project plans.

Irrigation from the Washita River and Cobb Creek has proven itself in this area, it has made it possible to increase the production of hay crops and others not subsidized by the Federal Government. Completion of the project will prevent floods as experienced in 1949, when thousands of dollars were lost through crops and property damage, and in addition runoff water that was badly needed in later years.

Many of the outstanding boys in our school are from farm families. The majority of these boys desire to establish themselves in farming or a related occupation upon graduation. The construction and continuance, and the diversification of farming offered by the irrigation phase, will greatly expand the opportunities of the youth in our community.

Most important of all is the need of water for domestic use. We have in this area an abundance of natural gas, electric power, and good soil. Enough to support many more people than we have now. The need for drinking water is imperative. The cities of Anadarko, Cyril, and Fort Cobb will be unable to supply their citizenry for any future increase in population.

We are looking ahead in western Oklahoma and the greatest need of this area is water. Water for domestic use, water for irrigation, water for industry.

THE WASHITA VALLEY BANK,
Fort Cobb, Okla., May 16, 1957.

MR. CHAIRMAN AND MEMBERS OF COMMITTEE: It is our opinion that the Cobb Creek Reservoir will furnish a great improvement in the economy of our area. We have experienced drought or near-drought conditions for the past 6 years. The farmers and small-business men have suffered quite materially as a result of short crops and scarce feed for livestock.

The scarce water supply for our towns, particularly last summer, was so critical as to threaten the health of our people. Without promise of relief, industry cannot be developed in our area.

Most years we have heavy rains during the spring or fall months, resulting in the flooding of some of the best land. Then in the summer months we often have dry periods when crops can scarcely survive.

Completion of the Cobb Creek Reservoir will result in storing the floodwaters and then making them available for water supply and irrigation when they are needed.

We are hopeful that sufficient funds will be available as soon as possible so that this project may be completed without delay. It will mean a great deal to our economy and future development as a productive and self-sustaining community.

Sincerely,

W. D. FINNEY, *President.*

COWANS MOTOR CO.,
Fort Cobb, Okla., May 15, 1957.

MR. CHAIRMAN AND MEMBERS OF COMMITTEE: It is my sincere belief that the people of Fort Cobb have unanimously expressed their confidence and appreciation in those responsible for making the Cobb Creek project possible. Their confidence was expressed today in a vote of 40 to 1 to authorize the repayment of our proportionate share of this worthy project.

As a businessman of Fort Cobb for the past 20 years, whose business has been about 90 percent from the farm people, and also as a member of the city council, I have come to realize the effect of a lack of sufficient rainfall and water supply for our community. If we are to develop and sustain the farm area of this community, water for domestic use and irrigation is essential.

A work project alone at this time will greatly relieve the financial burden brought about by the severe drought of the past several years.

Any courtesy or consideration shown our delegation will be greatly appreciated by me.

Sincerely,

W. A. COWANS.

Mr. MORRIS. Mr. Chairman, that concludes the testimony but I want you to know that I fully concur with and may I add this to what Don McBride has said about this other project that he mentioned, which has had a reconnaissance survey? It is now waiting for a project survey of Beaver and Cow Creeks. This project is also located in my congressional district, and that is the area where the people themselves are raising, as Don has said, $25,000 out of their own pocket to help pay for this survey.

Mr. MAGNUSON. How do you people manage to get such good timing on your floods?

Mr. MORRIS. Well, I think the Lord has his arm around us right now, because we are in such need of His services, and yours.

Senator MONRONEY. We will yield our floods to anyone else right at the moment.

Mr. RABAUT. If there is nothing further, we thank you gentlemen very much for your presentation.

MONDAY, MAY 20, 1957.

PORT ANGELES

WITNESS

JACK P. HOGAN, MANAGER, PORT OF PORT ANGELES

Mr. RABAUT. We are now glad to have before the committee Mr. Jack Hogan who desires to speak in behalf of the project at Port Angeles, Wash.

Mr. MAGNUSON. Mr. Chairman, Mr. Hogan, as you know, comes from my State, and I am very happy to welcome him before our subcommittee. He is a good friend of mine, and has a very worthy project, and is only asking for the budgeted amount.

Mr. RABAUT. Did you only ask for the budgeted amount?

Mr. HOGAN. Yes, sir.

Mr. RABAUT. Do you have a statement?

Mr. HOGAN. Yes, sir. I would like to file for the record at this time my prepared statement.

Mr. RABAUT. Without objection, your statement will be received for the record.

(The statement is as follows:)

ENLARGEMENT OF BOAT BASIN, PORT ANGELES, WASH.

(H. Doc. No. 155, 82d Cong., 1st sess., approved omnibus rivers and harbors bill of 1954)

PROJECT

Federal

(*a*) Dredging a mooring basin 15 feet deep at mean lower low water, and 1,060 by 385 feet in area westerly of and adjoining the present small boat basin.

(*b*) Constructing a rock and earth fill breakwater about 1,100 feet long for protection of the basin.

Port of Port Angeles

Furnish necessary lands, right-of-way, and easements required for the improvement; constructing and maintaining the necessary floats, and other moorage facilities and utilities; provide suitable area for disposal of dredged material; constructing the necessary bulkheads for retention of dredged material; and maintaining the mooring basin and protective works therefor.

Cost-benefit ratio, 1957, United States Corps of Engineers: 2:47 to 1:00.

Expenditures

Federal	$396,000
Port of Port Angeles:	
Existing boat basin	234,000
Enlargement	175,000
Total	409,000

Maintenance

No maintenance to Federal Government. All maintenance costs to be borne by port of Port Angeles.

Location

Port Angeles, Wash., is located 60 miles from Pacific Ocean, and 30 miles west of Port Townsend, Wash., this being the only haven of refuge in this 90-mile area which has adequate facilities for boat repair and mooring facilities.

Fish-buying stations and marine supplies are available, and adequate housing is available for additional commercial fishermen.

SUMMARY

(1) There are approximately 300 boats of all sizes using a basin which should safely accommodate 165 boats.

(2) This project would eliminate damage to vessels due to crowded conditions.

(3) Provide adequate moorage to vessels who seek refuge from storms.

(4) Eliminate existing fire hazard condition.

(5) By closing westerly portion would eliminate damage to moored vessels due to winter westerly winds, and northeast swell of sea.

(6) Provide moorage for fishing vessels at a much lesser distance from fishing area.

(7) The port of Port Angeles has the funds available for their portion of construction without additional costs to taxpayers.

Sincerely,

PORT OF PORT ANGELES,
JACK P. HOGAN, *Manager.*

STATE OF WASHINGTON,
Olympia, May 13, 1957.

Mr. CLARENCE CANNON,
House Appropriation Committee,
Congress of the United States,
Washington, D. C.

DEAR SIR: On February 16, 1950, the director of the department of conservation and development of the State of Washington made favorable recommendations on the reports of the Board of Engineers for Rivers and Harbors and of the district and division engineers on a review of reports on Port Angeles Harbor, Wash.

Since that time the need of this proposed construction has become increasingly more necessary.

I understand that the port of Port Angeles is urging passing of appropriation bill now before Congress in the amount of $396,000 for enlargement of existing boat haven.

We strongly endorse the project and sincerely urge the passage of the requested appropriation.

Sincerely yours,

ALBERT D. ROSELLINI, *Governor.*

CITY OF PORT ANGELES,
Port Angeles, Wash., May 13, 1957.

Hon. CLARENCE CANNON,
Chairman, Subcommittee on Public Works, Committee on Appropriations,
House of Representatives, Washington, D. C.

DEAR MR. CANNON: As mayor of the city of Port Angeles I take this opportunity to stress the importance of the proposed extension of our boat haven facilities, both as an emergency harbor and an actual need due to over crowded conditions, on behalf of our local fishermen.

The contribution by the fishing industry to our local economy is certainly a major factor in a community with a population of only 12,000. As it is, these fishermen and their families reside in this community and many more wish to have this opportunity but, do to lack of mooring facilities are forced to go elsewhere. This location is a substantial saving to every one in commercial fishing.

Considerable damage has accrued to small craft in our local harbor caused by lack of protection from northeast storms. Along with funds available the people in Clallam County and Port Angeles will have contributed $400,000 in cash for the construction of the present facilities. The expansion of this boat haven is essential to the welfare of our community and our economy.

I urge upon you your wholehearted support in providing the appropriation necessary for the extension of these harbor facilities as approved by the Army engineers.

Respectfully submitted for your consideration,

PAUL M. NEER, *Mayor.*

FISHERMEN'S COOPERATIVE ASSOCIATION,
Seattle, Wash., May 7, 1957.

Hon. CLARENCE CANNON,
Chairman, Subcommittee on Public Works, Committee on Appropriations,
House of Representatives, Washington, D. C.

DEAR REPRESENTATIVE CANNON: This association represents the owners of over 1,100 fishing vessels operating from ports on the coast of Washington. The limited protective harbors along the coastline of Washington have always been a problem of our vessels on this long stretch through the Straits of Juan

De Fuca and extending south to the Columbia River. The protection facilities of the Port Angeles boat basin are used by our vessels in their movements to and from the fishing grounds and as shelter from storms in this area.

This basin has encouraged a number of fishermen to establish their homes in Port Angeles due to the approximate location to the fishing banks. This increased usage has, of course, resulted in the overcrowded conditions which must be alleviated by further expansion of the basin to accommodate the increased traffic. The fire hazard of overcrowded vessel concentration is of great concern to all boatowners and the experiences have been disastrous in several cases in the past where fires have broken out under overcrowded conditions.

We ask your full support of the proposed expansion of the Port Angeles boat basin, and assure you of the important need of these facilities to the commercial fishing fleet of the State of Michigan.

Yours very truly,

BERT G. JOHNSTON, *Manager.*

Mr. HOGAN. Mr. Chairman, I am manager of the port of Port Angeles. With my prepared statement I have filed a statement from the Governor of the State of Washington, the mayor of the city of the Port of Angeles, and from the commercial-fishing industry representing 1,100 fishing boats.

We are requesting the budgeted amount of $396,000. We are requesting this amount for the expansion of a now-existing boat haven which we have at Port Angeles. We have invested some $234,000 in that previously in 1946, and we are prepared and have available for construction $175,000 without additional taxation to the people.

The reason we do want it enlarged is due to the fact that we are the closest to the proximity of the fishing off the Pacific coast. We are about 60 miles from the general fishing area, and the boats can come in there for protection from storms, and so forth, to our area.

We are overcrowded now, and there is a terrific fire hazard and fire danger. We have had a struggle to handle the boats due to crowded conditions. I know I am late, and I am behind schedule, based upon the time which you have allowed me, but I think the statement and other material which has been inserted into the record speaks well for itself. We will have more money in the project than the Federal Government.

The other item is that the maintenance after construction will be done by our organization at no additional Federal cost.

Mr. RABAUT. Well, it has a good benefit-cost ratio of 2.47 to 1.

Mr. HOGAN. Yes, sir.

Mr. RABAUT. The total cost is $396,000 in Federal money.

Mr. HOGAN. Yes, sir.

Mr. MAGNUSON. I was up to Port Angeles last year, and inspected this project fully, and know the need which exists, and I hope the committee will give sympathetic consideration to Mr. Hogan's project.

Mr. RABAUT. Thank you, Congressman Magnuson.

Mr. Hogan, we thank you for your appearance before us today.

Mr. HOGAN. Thank you, Mr. Chairman.

92523—57—pt. 2——37

MONDAY, MAY 20, 1957.

NEW YORK PROJECTS

WITNESS

HON. KATHARINE ST. GEORGE, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF NEW YORK

Mr. RABAUT. We will now hear from our colleague, Mrs. St. George.

Mrs. ST. GEORGE. Mr. Chairman, I know that you are running behind schedule and I shall be brief as possible.

Mr. Chairman, I appreciate the opportunity of presenting this statement on flood control projects which will affect the 28th Congressional District of New York. Briefly, I oppose the expenditure of funds for the Davenport Center Dam, and I wish to speak for projects which will control flood damage along the Delaware River, the Wallkill River, and the Ramapo and Mahwah Rivers, and for studies along these rivers which have been approved.

DAVENPORT CENTER DAM

Last year I appeared before this subcommittee, accompanied by 14 gentlemen from Delaware County, N. Y., in which Davenport Center is situated. We asked that any appropriations for this project be struck out. The budget includes no items for the Davenport Dam and there is grave doubt that it would do what is claimed for the protection from floods of some of the cities outside of Delaware County. In fact, I have been reliably informed that the benefit of such a dam at high water would lessen the height of the floodwater in the city of Binghamton only by 2 inches or less.

What the Delaware County authorities want, and I support their wishes, is a survey to determine whether or not protective measures at least as great as those believed to be possible from the construction of this tremendous project cannot be achieved through a series of small dams and through soil and forest conservation methods.

As against this sensible approach, the construction of the Davenport Dam would cost, according to the last estimate I have had, $12,900,000. It would completely inundate 2,175 acres of land, a figure the Corps of Engineers gave me in a letter of April 7, 1954. It would involve relocating 4 miles of railway, constructing a railroad station, relocating 2 miles of State highway, and various other costly enterprises. What is most devastating, it would completely take out of operation some of the best dairy country in the East and would mean the loss of livelihood for the entire population of that area.

I have received hundreds of letters, not only from residents of Davenport Center, but from neighboring towns—Oneonta, Harpersfield, East Meredith—all of whom will suffer if this unnecessary gigantic dam is constructed.

The people of Delaware County, in opposing this costly venture, are in no sense promoting their own selfish interests. They are as anxious as anyone to see that the people of Binghamton are protected. But they believe it can be done without the tremendous cost of a big dam, and without interfering with the welfare of the residents of that entire

area. They belong to that small segment of population in our country, and it is unfortunate that it is so small, that believes results can be accomplished without adding still another big burden to the taxpayer.

I respectfully urge the committee to delete the requested $12,900,000 for the Davenport Center Dam from this appropriations bill, an item which to my mind is completely unnecessary.

WALLKILL RIVER

Along the Wallkill River in the Pine Island area, the heaviest dollar loss in the 28th Congressional District, New York, during the 1955 floods was sustained in the black dirt farming region, where the estimated losses were between $2 million and $4 million. About 8,000 out of 11,000 acres of muck land were inundated, principally from the Wallkill River. Of the 1,100 families working the black dirt area, about 500 suffered total loss of crops.

I wish to support appropriations which will not only complete surveys along the Wallkill in the Pine Island area, but also will pay for protective measures to prevent further losses in this area in the future.

I hope the committee will be sympathetic to that request.

I understand that some money has been appropriated. As a matter of fact, $150,000 was appropriated for an investigation, but of that amount $80,000 is still due. In other words, less than half has been spent.

DELAWARE RIVER

Also in 1955 flooding along the Delaware River at Port Jervis, Orange County, was very severe. In reply to my request for a survey there, I received a letter dated February 2, 1956, from the Philadelphia District Office of the United States Army Corps of Engineers, from which I quote:

> Investigation of the flood problems along the Delaware River and its tributaries was authorized by a resolution adopted September 14, 1955, by the Senate Public Works Committee. Port Jervis, Delaware, and Neversink Rivers will be considered in this investigation. A formal report, completion of which is dependent upon a future appropriation of funds, will be submitted to Congress when completed.

And again in a letter dated April 12, 1956, this office stated:

> Funds are not presently available in this office for the investigations that will be made under existing authorities for a flood control study of the Delaware River and tributaries.

I am asking this committee that included in the funds for the Delaware River survey will be sufficient to cover this report on the Port Jervis area.

MAHWAH AND RAMAPO RIVERS

I also wish to support the expenditure of funds for the investigation of possible protective flood control measures along the Mahwah and Ramapo Rivers in the vicinity of Suffern, Rockland County, N. Y.

Parts of Suffern have been flooded 10 times in the past 10 years, in the residential section. The Mahwah River overflows its banks for a distance of about one-quarter mile in some of the areas. While no loss of life has resulted, there is a health hazard because of damage to a sewage pumping station, and as the Mahwah flows into the Ramapo

River, this health hazard also affects towns in New Jersey along the Ramapo.

The waters of the Mahwah have reached a height of between 1½ to 4 feet.

Obviously corrective measures are needed here and I favor appropriations for a study at this point of the Mahwah.

I trust that your committee will look sympathetically upon these three projects, which are merely surveys, I might say, and will not cost a great deal of money.

Mr. RABAUT. Thank you very much.

Mrs. ST. GEORGE. Thank you again, Mr. Chairman, for allowing me to appear before the committee. You have always treated me very kindly and, therefore, I am counting on you again.

Mr. RABAUT. All right, thank you.

MONDAY, MAY 20, 1957.

POTOMAC RIVER, NORTH SIDE OF WASHINGTON CHANNEL AND POTOMAC RIVER REVIEW

WITNESSES

ROBERT E. McLAUGHLIN, COMMISSIONER, DISTRICT OF COLUMBIA
BRIG. GEN. THOMAS A. LANE, ENGINEER COMMISSIONER, DISTRICT OF COLUMBIA
WALTER L. FOWLER, DISTRICT BUDGET OFFICER
COL. THOMAS HUNTER, ASSISTANT TO COMMISSIONER LANE

Mr. RABAUT. We will now hear the Commissioners from the District and their staff. We have Commissioner McLaughlin and Commissioner Lane.

Mr. LANE. I am Brig. Gen. Thomas Lane, Engineer Commissioner of the District of Columbia. Also here are Commissioner McLaughlin, President of the Board; Mr. Walter Fowler; and Col. Thomas Hunter, my assistant.

We deeply appreciate your hearing us this afternoon.

Mr. RABAUT. We are in the dark as to what you are up here to see us about.

CONSTRUCTION OF PIER 3 FOR FIRE BOAT AND HARBOR POLICE

Mr. LANE. I have to present to you a letter from Commissioner McLaughlin setting forth the project we have in mind.

Mr. RABAUT. Is this for the record?

Mr. LANE. It is for the record, sir, and for your consideration.

Mr. RABAUT. All right.

(The letter and one enclosure referred to follow:)

GOVERNMENT OF THE DISTRICT OF COLUMBIA,
EXECUTIVE OFFICE,
Washington, D. C., May 20, 1957.

Hon. CLARENCE CANNON,
United States House of Representatives, Washington, D. C.

DEAR MR. CANNON: The Board of Commissioners of the District of Columbia requests that $160,000 be added to the fiscal year 1958 civil functions budget of the Department of Defense to permit resumption of a previously approved project which is urgently needed by the District of Columbia. This project is entitled "Potomac River, North Side of Washington Channel, D. C."

This project was originally approved in 1935 and included 3 small boat basins and 4 large piers, as indicated on enclosure 1. A general description of the project, including photographs before and after construction, is attached to enclosure 1. Two of the small boat basins and two of the large piers have been built. Funds are requested at this time to design and begin construction on pier No. 3, as indicated on enclosure 1. This pier is urgently needed to replace the District's harbor precinct headquarters and facilities and provide facilities for the Fire Department, including a berth for the fireboat.

This project was originally approved on the basis of the District of Columbia paying its share for facilities included in the project. The local participation in this project amounted to $389,000 for which payment was completed from the general fund in 1943. In return for this local participation there was to be built a municipal pier to be used by the harbor police precinct and Fire Department, as indicated above.

The Washington Channel project adjoins southwest renewal area C (enclosure 2), the largest redevelopment project yet to be approved in this country. This area, which for years has been a slum district, will be razed to become one of the most attractive areas in the city of Washington. The prosecution of this project will add great value to the Washington waterfront. It calls for the immediate and parallel development of the approved project. A pictorial representation of the approved project in its relationship to the new area C is shown on enclosure No. 3. Since the Housing and Home Finance Agency has given its approval to the area C project within the past few months, it becomes most urgent that funds be appropriated for the continuation of the authorized waterfront project.

The harbor police precinct headquarters is presently located on old and dilapidated piers which must be abandoned in the near future. It would be a waste of money to attempt to repair or maintain these structures. Fire-fighting facilities for the fireboat and crew are presently located on pier No. 5 which was built for commercial use. The construction of pier No. 3 in accordance with the original project will enable the District of Columbia to consolidate the police and fire-fighting facilities on the new pier as originally planned. This will release pier No. 5 for full commercial use. Projects currently underway for the development of the Potomac River channel and increased utilization of the potential of water transportation in the Washington metropolitan area will enhance the value of pier No. 5 as a docking facility for vessels engaged in cruises, ships visiting from foreign countries, Navy use, and for vessels unloading cargo for downtown Washington. It is the only suitable facility for such use in the Washington Channel.

Although pier No. 3 includes facilities for the sole use of the Police and Fire Departments of the District of Columbia, the value of these harbor facilities to the metropolitan area, including areas of Maryland and Virginia, should not be overlooked. For example, the District of Columbia has in its current budget funds for the purchase of a new fireboat which serves all local waters.

Because of the uncertainty of the plans for the redevelopment of the southwest and the past lack of interest in water transportation for the Washington metropolitan area, the Commissioners have not heretofore pressed for the development of the authorized project. At the present time, however, the Commissioners feel that the initiation of work on pier No. 3 is a matter of great urgency. We point out, also, that the full specified local contribution for this project has been paid by the District of Columbia and that the entire responsibility for its continuation therefore rests upon the Federal Government.

We respectfully request your favorable consideration.

With kindest personal regards.

Sincerely yours,

ROBERT E. MCLAUGHLIN,
President, Board of Commissioners, District of Columbia.

POTOMAC RIVER, NORTH SIDE OF WASHINGTON CHANNEL

The project provides for construction of the following waterfront facilities along Maine Avenue SW., between Fort Lesley J. McNair and 14th Street: (1) Yacht harbor in 3 sections with berthing space for approximately 356 boats, (2) wharves for activities of the District of Columbia, (3) 3 wharves for existing transportation lines and general service, (4) bulkhead walls, and (5) removal of old and dilapidated existing structures. The project further provides that the completed facilities be transferred to the Commissioners of the District of Columbia for operation and maintenance.

The project is 24 percent complete. Two yacht harbors, a general service pier, and an excursion pier have been completed and are in use. The project could be completed under an efficient construction program covering 5 to 6 years, dependent on the amount of annual appropriations.

The cost of the project, estimated in 1956, is $8,391,000, exclusive of $389,000 contributed by the District of Columbia. The completion date for the project is contingent upon appropriation of funds.

Mr. LANE. Mr. Chairman, I also have a letter here from Commissioner McLaughlin, dated May 20, for the record.

Mr. RABAUT. Very well.

(The letter referred to follows:)

GOVERNMENT OF THE DISTRICT OF COLUMBIA,
EXECUTIVE OFFICE,
WASHINGTON, D. C., *May 20, 1957.*

Hon. CLARENCE CANNON,
United States House of Representatives,
Washington, D. C.

DEAR MR. CANNON: The Board of Commissioners of the District of Columbia respectfully requests the privilege of a brief appearance before your Appropriations Subcommittee on Public Works. This urgent request is based on information that your hearings may be closed after Tuesday, May 21, 1957.

The purpose of the requested appearance is to support two projects covered by my letters to you of May 9, 1957, and even date, covering respectively the item "Potomac River review" in the amount of $105,000 under "General investigations, Corps of Engineers, civil" and an unbudgeted item of $160,000 for a previously approved project entitled "Potomac River, North Side of Washington Channel, D. C."

Your favorable consideration of this request will be deeply appreciated.

With kindest personal regards,

Sincerely yours,

ROBERT E. MCLAUGHLIN,
President, Board of Commissioners.

Mr. LANE. Mr. Chairman, we previously submitted to you under date of May 9 a letter supporting an item in the appropriation "General investigation, Corps of Engineers," for $105,000 for the Potomac River review. We would like to reiterate our support of that. We shall not take your time this afternoon to repeat our reasons for the support of that project.

We are submitting to you at this time a letter requesting your favorable consideration of $160,000 for an approved project, but this is an unbudgeted item not in the budget this year.

Mr. RABAUT. An authorized project?

Mr. LANE. Approved in 1935.

Mr. RABAUT. $160,000.

Mr. LANE. It was approved in 1935. It has been partially constructed, and the status of the project at the present time is shown in enclosure No. 1, which I have here.

At the time this project was approved it included two piers for the government of the District of Columbia. One of these piers was to be for the use of our harbor police and our fireboat and our fire personnel who provide fire protection to all of the local waters, including the Alexandria waterfront.

The second pier was to provide a landing point for brick which was then being brought from our Occoquan Reformatory down in Virginia.

As a contribution to the cost of these 2 piers the District of Columbia was to pay $389,000. This payment of $389,000 was completed by the District of Columbia in 1943. At the present time there is no need for the pier to handle the shipment of brick because we are handling that now by road where formerly it was handled by water. We are not pressing a request for that pier.

However, pier No. 3 for the fireboat and for our Police Department is urgently needed.

Mr. RABAUT. That is the one that is shown here in red?

Mr. LANE. Yes; that is the one we are requesting today.

Mr. RABAUT. Where do you keep your fireboat now?

Mr. LANE. The fireboat is now tied up at pier 5, a commercial pier constructed under this project. We have quarters for the firemen and our harbor fire station on that pier at the present time.

Mr. RABAUT. Pier 5?

Mr. LANE. Yes.

Mr. RABAUT. Are you going to leave the fireboat on pier 5?

Mr. LANE. When we build the new one, it will have facilities for Harbor Police and fireboat personnel, and will be our municipal pier. That will leave pier 5 entirely for commercial use.

Mr. RABAUT. How much money did you spend for pier 5? Has that housing been on there a long time?

Mr. LANE. Pier 5 has been built for some time. I can supply for the record the cost of housing there, but I believe it is a temporary installation.

Mr. RABAUT. That requires $160,000?

Mr. LANE. The project cost is estimated to be $1,494,000. We ask for an item to permit design and initial construction to proceed within the next year. We estimate only $100,000 of construction money would be required.

Mr. RABAUT. This is not budgeted?

Mr. LANE. It is an unbudgeted item.

Mr. RABAUT. How is it you did not get it budgeted?

Mr. LANE. We have made request of the Corps of Engineers. This does not appear in our District budget. It is a Federal project. The Redevelopment Land Agency, which is very deeply concerned about this project, the president of the Board of Trade, and others appeared before the Chief of Engineers in support of this item, but apparently it did not pass the Budget Bureau screening.

Mr. Chairman, as you will see, this entire harbor front had been badly dilapidated until this project was undertaken. We have not pressed this in recent years, but within the past few months the project for the rebuilding of southwest Washington has been approved by the Housing and Home Finance Agency. This is the biggest redevelopment project yet approved in the United States. It will proceed. It is urgent now that our development of the waterfront continue apace with the development of the entire southwest.

Mr. RABAUT. Do you know if the corps submitted it to the Bureau of the Budget?

Mr. LANE. We were not able to find out what they did about it. They never tell us what they say to the Budget Bureau.

Mr. RABAUT. All right.

Mr. LANE. We feel this is the time, with the southwest redevelopment, when we should make this change. Our Harbor Police pier is

old and rotten, and it would be a waste of money to spend anything on its repair. Having made our full contribution for these two piers, we hope that you will consider favorably our request to proceed.

Mr. RABAUT. What is the urgency of it?

Mr. LANE. The urgency of it is to provide for our police station and fire station and to continue the development of this project for Southwest Washington.

Mr. RABAUT. That puts them both in the same place?

Mr. LANE. Yes, sir.

Mr. RABAUT. When do we get delivery of the new fireboat if it goes through the Senate?

Mr. LANE. I am sure the purchase will be made this year. I do not know whether we will be able to buy one readymade or whether we shall have to have one made to order. That would affect time of delivery.

Mr. RABAUT. Do not have a makeshift. Get a good one.

Mr. LANE. We shall have a fine boat with the amount provided.

Mr. RABAUT. Do you have further testimony on this?

Mr. LANE. I will submit a detailed statement for the record.

Mr. RABAUT. Put it in the record.

Mr. LANE. That gives the summary of the problem facing us.

(The statement referred may be found on page 583.)

Mr. RABAUT. Does this entire sum just constitute planning?

Mr. LANE. $60,000 is for planning and $100,000 to start construction.

Mr. RABAUT. Commissioner McLaughlin, do you have something?

Mr. MCLAUGHLIN. No, sir.

Mr. RABAUT. All right. Am I right that $60,000 of it is for planning and the $100,000 is to begin construction?

Mr. LANE. Yes, sir.

Mr. RABAUT. The total cost of it will be how much?

Mr. LANE. $1,494,000 is the present estimate of the District engineer for the cost of the project.

Mr. RABAUT. What part of that expense is going to be borne by the District?

Mr. LANE. The District's share of $389,000 has already been paid and was paid up in 1943.

Mr. RABAUT. What was that for?

Mr. LANE. That was for these 2 piers, 1 for unloading bricks and 1 for a combined police and fire station.

Mr. RABAUT. You never built the one for unloading the brick?

Mr. LANE. We never have.

Mr. RABAUT. You are going to build this one. That is for the pier?

Mr. LANE. That is right.

Mr. RABAUT. When you are going to build the one for the unloading of brick, which you now transport by truck, at that time you did not plan the erection of any buildings upon the pier, did you?

Mr. LANE. Not upon that pier. I am not familiar with the details of that.

Mr. RABAUT. You are going to build a building on this pier?

Mr. LANE. Yes, sir.

Mr. RABAUT. Is that building to be paid for by the District?

Mr. LANE. I believe the entire project called for the construction of those facilities on the pier.

Mr. RABAUT. That would not normally be the expense of the Federal Government, would it?

Colonel HUNTER. That is where our local contribution came in, I believe.

Mr. RABAUT. Do you know? We do not have tremendous detail on it, we have no information.

Mr. LANE. May I supply for the record a statement as to just what in the original authorization our contribution was to cover?

Mr. RABAUT. What you were to cover in the original authorization has now been transferred to this pier you propose today. In other words, everything in this new pier that should be charged to the District of Columbia is covered by you?

That is only fair, fair to the District and fair to us. We do not want you to pay something you should not pay and we do not want to pay something we should not pay.

Mr. LANE. I will clarify that for the record.

(The information referred to follows:)

MAY 21, 1957.

Hon. CLARENCE CANNON,
House of Representatives,
Washington, D. C.

DEAR MR. CANNON: As promised during my testimony on May 20, 1957, I am furnishing the following additional information with respect to project entitled "Potomac River, North Side of Washington Channel, D. C."

This project was authorized under Public No. 409, 74th Congress, an act authorizing the construction, repair and preservation of certain public works on rivers and harbors, and for other purposes. Approved August 30, 1935. The item in question was described therein as follows:

"Potomac River, north side of Washington Channel, District of Columbia; Rivers and Harbors Committee Document Numbered 13, Seventy-third Congress: *Provided*, That the work recommended in the said document shall be prosecuted in accordance with the recommendations of the Board of Engineers for Rivers and Harbors, except that the District of Columbia shall be required to contribute the sum of $389,000 to the cost of the improvement;"

Said document No. 13 specifically provides that the $389,000 payable by the District of Columbia shall be for construction of piers to accommodate the Harbor Police and Harbor Fire Station and for the District of Columbia Workhouse wharf. In the District of Columbia Appropriation Acts for the years 1938 through 1943, inclusive, a total of $389,000 was actually appropriated from the general fund of the District of Columbia and the sums so appropriated were stipulated to be "transferred to the War Department and be expended under the direction of the Secretary of War and the supervision of the Chief of Engineers * * *." These funds were transferred as stipulated and expended in conjunction with other moneys made available directly to the Secretary of War for channel improvements; however, the piers for which these moneys were intended were never built.

I find that the Washington Channel improvement project received a class I endorsement by the National Rivers and Harbors Congress when originally presented in 1935.

The plan on which the original authorization was based was modified in 1946 and the pier originally intended for use of the District of Columbia Workhouse was eliminated. The sequence of numbering applying to the several parts of the original development scheme was also modified so that the pier formerly designated as No. 7 for the Police and Fire Departments was therefore designated as pier No. 3. Attached hereto is a reproduction of plate No. 25 which accompanied the report dated June 30, 1945, which shows in some detail pier No. 3 and the facilities to have been provided therein for the District of Columbia Fire Department and the District of Columbia Harbor Police.

As pointed out in letter dated May 20, 1957, addressed to you by the President, Board of Commissioners, the fire boat and crew and certain incidental facilities of the Fire Department are now using pier No. 5. This pier was intended for use by commercial vessels which are hampered and sometimes preempted from

its use due to limitations imposed by the fire-fighting activities. The facilities on pier No. 5 were never intended to accommodate the Fire Department and are considered to be ill suited to its needs.

It is hoped that this supplementary information will serve to satisfy your questions and I again respectfully request your favorable consideration.

Sincerely yours,

T. A. LANE,
Brigadier General, United States Army, Engineering Commissioner.

Mr. RABAUT. What would be wrong with our giving you planning money this year? You are not going to do much with the first $100,000. If we could give you the planning money this year, that would give you a chance to really look over the way you want to do it. By the time you get through with that, you will not get into much money next year.

Mr. LANE. Our request anticipates the contract would not be let until late in the year, so we could defer it until the next year if we had planning money.

Mr. RABAUT. It is not going to retard you. You are going to have the boat. I do not think the retardation will amount to anything.

Mr. LANE. I think that will be acceptable.

Mr. RABAUT. Supply the full detail for the record.

Mr. MCLAUGHLIN. You asked me to comment. I was out there when the Jamestown ships were up and took the police boat from our harbor precinct. That is one of the places we are trying to shift to a new pier.

Really you feel as though you have to keep your eye peeled on the deck all the time lest you put a foot through a hole. It is not quite that bad, but that old pier that the harbor precinct is located on is in very bad shape.

Mr. LANE. I believe it has been condemned. We are still occupying it and using it, but we should get out of it as soon as practicable.

Mr. RABAUT. There are a great many more boats around here and we are having this waterfront development, and that is why we are favorable to the fireboat.

Mr. LANE. We are deeply grateful to you for hearing us this afternoon.

Mr. RABAUT. Thank you very much. We will stand adjourned until tomorrow afternoon at 2 o'clock.

TUESDAY, MAY 17, 1957.

UPPER COLORADO RIVER PROJECT

WITNESS

HON. HENRY ALDOUS DIXON, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF UTAH

Mr. RABAUT. The committee will come to order.

We have with us our colleague, Congressman Dixon. Would you come up and take the chair, Congressman?

You are going to address yourself to the upper Colorado?

Mr. DIXON. Yes, sir.

Mr. RABAUT. We will be pleased to hear from you now.

Mr. DIXON. Thank you. I appreciate this opportunity, Mr. Chairman.

I shall give a 5-minute summary of my report and then ask unanimous consent to have the entire testimony included in the record.

Mr. RABAUT. Without objection, your prepared address will be put in the record.

(The prepared statement follows:)

Mr. Chairman, the low bid recently awarded for the prime contract for the Glen Canyon Dam was of great encouragement to the sponsors of the Colorado River storage project and to the West. In recent months opponents of this project have requested its abandonment, because it was too costly or because they expected the actual bids for the prime contract to be greatly increased over the engineer's estimate. These opposition arguments have been utterly demolished. The actual contractor's bid of approximately $108 million, as compared with the engineer's estimate of approximately $135 million, a reduction of about 25 percent, shows that the project, if allowed to be constructed in an orderly and progressive fashion, will be completed well within the estimated cost.

I am honored and happy that I have been afforded the opportunity to testify before this subcommittee in favor of the appropriation requested by the President's budget. Furthermore, I wish to ask that additional money be allotted by this committee and earmarked for the initiation of construction of other units and parts of the Colorado River storage project that have also been authorized by the Congress in Public Law 485.

My distinguished colleague, Mr. Kirwan, filled my heart with pride and satisfaction this past February when speaking in San Francisco concerning this project he stated that he and other members would seek to increase the appropriation. As he spoke, he pointed out that there was no provision for funds to start the participating projects and he suggested the money should be provided for starts on these projects, such as the central Utah project in my own State. When he stated he would try to increase these appropriations in order to permit these starts, I was elated. I wish to thank Mr. Kirwan for this expression of opinion. It is apparent that you, Mr. Kirwan, and the members who feel as you do have caught the vision of this mighty project. We appreciate what you have done in the past and are extremely anxious to work hand in hand with you to see that the progress accomplished will be continued.

The people of Holland who claimed the land from the ocean itself have said that a nation that lives builds for the future. The Colorado River storage project and participating projects constitute a worthwhile investment in the future of America. The strength of this country is a result of the faith and optimism of its people. We have faith in the future; therefore, we have invested in the future. We have promoted communications, audio and visual, transportation on land, sea, and air, industry of all kinds, and agriculture of varied types. We have strengthened labor and provided education for all of our people and benefits in many other facets of American endeavor. In every case the investment has been richly rewarded. The same is true of reclamation in the West.

The Colorado River storage project will provide water for industrial and agrarian purposes and for national defense. It will provide hydroelectric power, flood control, and stabilization of the mighty Colorado River. With this wise investment will come great wealth—wealth which will continue to aid America in its increased purchasing power, productivity, and taxes. It has been pointed out many times that water is the lifeblood of the West. Those who would prevent us from using our lawful share are taking from us our ability to survive.

I am extremely grateful for the authorization of this project by the Congress which was the result of it having caught the vision of this magnificent project.

I have come here to speak in favor of increasing the appropriation for the Colorado River project. Certainly any reduction would greatly endanger it. Last year the project was granted an appropriation of $13 millon. The wheels of progress are turning. Let us not allow the wheels to stop with an accumulation of rust by not providing for the grease to keep progress smoothly and efficiently on its way. Contracts have been awarded. Much construction has been commenced. Failure to provide adequate funds would greatly endanger the entire project, because it would result in a stop-and-go basis which leads to inefficiency by tying up machinery and men and causing the overall cost of the project to be more than it should be in the long run.

Furthermore, because much of the cost of the project is to be repaid from the power revenues derived from the sale of power at the major storage units, the project is a self-liquidating one. It therefore is a wise procedure to have the power-producing units constructed as soon as possible in order to make the power available and have revenues coming into the Federal Treasury and cut down on the interest on the power investment. This certainly means that the liquidation of the cost of the project can be speeded up by rapid and efficient construction, making our investment show increased profits.

Another fact should be reemphasized at this point. In addition to being self-liquidating as an investment, the Colorado River storage project will not materially affect the workings of the Federal Treasury. This is true because of the nature of the reclamation fund which was created by the Reclamation Act of 1902. This fund is a revolving fund established within the Treasury of the United States. The fund was supported in the beginning by the proceeds from the sale of public lands of the United States. It was later augmented by a percentage of the royalties from oil holdings of the United States. It was intended that accretions from these sources, plus revenues derived from repayment of construction costs by the water users on the projects, would provide sufficient funds to continue construction of new projects with the expectation that the money coming in would be adequate to finance a reasonable program.

Moneys in the reclamation fund can be used only for reclamation purposes. In 1954 accretions to the reclamation fund from Colorado, New Mexico, Utah, and Wyoming, the 4 States of the upper Colorado River, amounted to almost $23 million. Money going into the reclamation fund from the upper Colorado River States can be expected to increase with new mineral, oil, and gas studies being developed. By 1970 they will probably exceed $30 million per year. If we assume the 1954 rate of $23 million per year continues, the total contribution from the 4 States for the 7-year period of construction of Glen Canyon Dam will amount to $161 million. The prime contract recently awarded for this dam amounted to roughly $108 million. We should also be reminded that practically all of the money appropriated is really a loan that will be returned. The power investment is returned to the Treasury with interest. The irrigation allocation is returned without interest in accordance with the 54-year-old policy of the Federal Government.

We all realize that the Bureau of Reclamation can only accomplish what the money will allow. The budget request for fiscal 1958 for the overall project amounted to $25,142,000. Of this amount $15.6 million were earmarked for Glen Canyon Dam, $3.7 million for Flaming Gorge Dam, $1.5 million for Navajo Dam, $1.1 million for advanced planning on participating projects, and $100,000 for transmission lines. This $25 million item is a very modest one. It is one item that cannot stand a blow from the committee ax. As of January 1957, $9,088,578 in contracts had been awarded. Since then the $108 million prime contract for the construction of Glen Canyon Dam has been awarded. All of these contracts have been entered into on the natural assumption that Congress would provide money at a rate that would allow reasonable, orderly, and economical construction. I am now asking the committee to make this money available.

The 1958 budget request did not contain any funds for the construction of the participating irrigation projects, presumably because the Bureau of the Budget was awaiting reports from the Department of Agriculture on the reappraisal of the agricultural benefits. These reappraisal reports which, by the way, constitute criteria not required under the authorizing law are now ready for the Paonia participating project in Colorado and the central Utah project in my own State. Definite plan reports from the Bureau of Reclamation for these two participating projects are practically completed. It should also be mentioned that both prerequisites to asking for appropriations mentioned above, the reports on the reappraisal of the agricultural benefits by the Department of Agriculture and the definite plan reports of the Bureau of Reclamation have not been required by the Bureau of the Budget in the past before appropriations are made, nor are they being currently required for other reclamation projects in other areas of the Nation. The 11 participating projects of section 1, Public Law 485, 84th Congress, are given a clear authorization.

We sincerely feel that in view of the fact that these additionally required reports are either complete or virtually complete at this time, we are fully justified in asking this committee and the Congress to earmark an estimated million or so dollars for resuming construction of the Paonia project and starting the Vernal participating project. Both of these projects are essential to a

satisfactory economy and standard of living for the people of the respective area.

In summary, funds invested in the Colorado River storage project and participating projects make for a sound investment in America. The time to invest is now in order to reap the dividends of the future. Let us not hesitate to earmark adequate funds for the Glen Canyon, Navajo, and Flaming Gorge Dams and for the Paonia and Vernal participating projects.

Mr. RABAUT. We will be glad to hear your comments on it, now.

Mr. DIXON. Thank you. The purpose of my testimony is to urge appropriation of at least the full $25,142,000 recommended in the budget for the Colorado storage project. In addition, I wish to recommend that you provide funds for the Vernal unit of the central Utah participating project.

I was elated when Representative Kirway, of Ohio, a ranking member of this subcommittee, displayed in San Francisco last February his deep confidence in the Colorado storage project. Furthermore, we appreciated greatly his trip clear out West to see firsthand this undertaking. He pointed out that Congress should increase appropriations over the President's budget recommendations so as to get underway on important participating projects.

It is vital for many fine citizens in the drought-stricken upper Colorado Basin that approximately $1.2 million be appropriated without delay to start construction on the Vernal project in Utah.

Construction should also be resumed on the Paonia $1.8 million project in Colorado. Congress has already authorized these projects, but the Bureau of the Budget did not include them within the 1958 budget request because they were awaiting reports from the Department of Agriculture on the agricultural benefits.

These reports are now prepared and the full planning reports by the Bureau of Reclamation have been practically completed. So the Bureau of Reclamation could begin speedy construction if the money is made available to them. The Emery County project is also important to Utah. No additional appropriations are requested, however, because the planning of the project will be covered by the budget request for additional investigations.

In addition to about $1 million for the participating projects, it is urgent that Congress appropriate at least the full $25,142,000 for the major dams for the following reasons:

(1) It would save the taxpayers and the beneficiaries of the project money to push the work now. Opponents have declared that increasing costs would "knock the roof off past estimates." The reverse is the fact. The winning bid for the giant Glen Canyon Dam was less than $108 million which was a saving of $27 million under the $135 million estimate, or 25 percent of the cost of the dam.

Construction costs will mount if funds are not supplied as planned, because it would spread out the overhead of the contractors. The faster the dams are completed, the faster new taxable wealth will be created. Furthermore, any delay in completing the dams is an equal delay in reimbursing the United States Treasury with the power revenues from the dams and a loss to the beneficiaries who must repay the loan with interest.

(2) the upper Colorado States are in essence spending their own money for the project. The reclamation fund was set up in 1902 to be used solely for reclamation. In 1956 the 4 upper basin States

paid almost $25 million into the reclamation fund, almost the full amount of the budget request.

In other words, we paid in through land, oil, mineral leases, and such. By 1970 it is likely that revenues from these States in the reclamation fund will exceed $30 million a year. Over the years this revenue will far exceed the costs of the project.

(3) The funds are not a gift, but almost entirely a loan which will be repaid. For example, the entire $57,650,000 expected cost of Flamingo Gorge is reimbursable and interest will be paid on more than $51,500,000, the major portion of the loan. For the Glen Canyon Dam project, all but a little more than half of 1 percent of the $298,915,000 will be repaid. Interest will be repaid on $281,114,000 of this amount.

(4) While the costs of the project should be considerably less than was expected when Congress authorized the project, the benefits will be considerably greater. For example, since the congressional authorization, the Aneth oil fields in Colorado and Utah have been estimated as being possibly one of the greatest in the hemisphere. There was a tremendous strike since this bill was passed.

The exploitation of this oil field will be aided by the Colorado storage project, and development of these oil reserves symbolizes a vast mineral treasure chest which will be unlocked and made available to the Nation. This will greatly expand our economy as well as raise our national-defense potential.

For these reasons, Mr. Chairman, I ask that the full budget amount be appropriated to the upper Colorado project and that at least $1 million in addition be given for the participating projects to get them underway.

I submit that this is not an expenditure of Federal money. It is an investment and one of the best investments that could ever be made.

Thank you, Mr. Chairman and committeemen.

Mr. RABAUT. Thank you, Congressman.

OREGON PROJECTS

WITNESS

HON. WALTER NORBLAD, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF OREGON

Mr. RABAUT. We will be glad to hear from Congressman Norblad at this time.

Mr. NORBLAD. Mr. Chairman, there are several projects in my congressional district which I particularly wish to call to your attention and upon which I request your immediate action.

DREDGING OF COLUMBIA RIVER

Probably one of the first and most important is that of appropriating adequate funds with which to complete the essential dredging of the mouth of the Columbia River to a depth of 48 feet. The Army engineers have been working on this project for the last 2 or 3 years and, so far have expended the sum of $2,050,000.

All of this work which has been accomplished in the past would be of no avail if the current appropriation were not made to properly conclude and complete this project. With the completion of the 48-foot Columbia River Bar, it is now necessary to consider improvements of the channel between Astoria and Portland. The presently authorized 35-foot channel between these points, while once adequate to handle the commerce coming into the Columbia River is not now of a suitable depth and consideration should be given to studies by the Army engineers for making increases in the channel to a depth that they consider proper for waterborne commerce.

There have been very material increases in the draft of ships built since World War II and this is one of the original purposes in developing the 48-foot bar project and the further river dredging will be necessary in order to allow these ships to proceed up the river to Portland.

It is my hope that the committee will appropriate to the Army engineers $100,000 or $125,000 for this purpose.

WILLAMETTE VALLEY BANK PROTECTION

With reference to the Willamette Valley bank protection, the budget has recomended the sum of $300,000. During many of the years past when I served in the Congress, the sum has normally been a half million dollars and I feel that it should be increased to this figure. A great deal of damage is being done to the fertile Willamette Valley as a result of the failure to protect the banks of the river and this would be money indeed well spent.

Certain studies have been undertaken in the mid-Willamette Valley areas with reference to possible reclamation projects there and adequate funds should be made available to diligently pursue these studies. Among the projects to which I refer are those at Hopewell, Yamhill, Molalla, Dallas, and Monmouth and Mill Creek.

Irrigation has, in recent years, become a very major factor in the farming developments in the Willamette Valley area and more and more water is needed as time goes by. Accordingly, it seems to me of importance that we do know exactly what can be accomplished by way of these reclamation projects and the several dams which are being considered in this area at the present time to provide water for them.

BOAT BASIN AT GARIBALDI

I should like to mention one other project before concluding and that is the one at Garibaldi, Oreg., where we have a small project requiring an estimated $115,000 to build a boat basin and do certain work in connection with the Tillamook Bar. There has been for some time a need for a small boat basin in the Garibaldi area, and such a project has heretofore been authorized by the Congress, based upon studies by the Office of the Army Engineers.

Your every consideration of this project will be appreciated.

I want to thank you for giving me this opportunity to appear before this subcommittee.

MAY 21, 1957.

CHESAPEAKE AND DELAWARE CANAL

WITNESS

HON. GEORGE H. FALLON, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF MARYLAND

Mr. RABAUT. We are now happy to recognize our colleague from Maryland, Congressman Fallon.

Mr. FALLON. Mr. Chairman, I appreciate the opportunity of appearing before your committee to urge consideration of an increased appropriation for the Chesapeake and Delaware Canal, as modified by the 1954 River and Harbor Act. There is an amount in the budget for the fiscal year 1958, now before you, for $1,200,000 for the Summit Bridge, one of the major items in this project. However, there are a number of other parts of the project which should be carried on, either concurrently or as nearly so as possible, so that this important waterway can be improved to its authorized dimensions and scope as soon as possible.

The total project cost insofar as the 1954 modification is concerned, is approximately $110 million, based on the most recent figures I have been able to obtain. The total appropriation to date has been approximately $1,200,000, of which the greatest part, or $1 million, has been for the Summit Bridge. At the rate of appropriation of $1,200,000 a year, it will take about 100 years to complete the project. I realize, of course, that this is only the start and that it can normally be expected that appropriations will be increased in subsequent years. My reason for appearing before you is to urge that a nominal increase be made this year.

I am not asking for any more funds for the Summit Bridge, since I do not believe that the Corps of Engineers can use any more. The appropriation requested for the fiscal year 1958 will carry the Summit Bridge portion of the project to about one-third completion, which appears to me quite reasonable since subsequent appropriations will permit the completion of the bridge in a relatively few years.

In addition to the Summit Bridge, the project calls for one other highway bridge at Reedy Point and a railroad bridge across the canal for the Pennsylvania Railroad. The major portion of the project is the dredging of the 35-foot channel, at an estimated cost slightly in excess of $65 million. The remaining items include some minor relocations and an anchorage in the Elk River.

I strongly urge that the committee consider adding an amount for the main dredging, which should, in my opinion, be at least $2 million. I also believe that it would be important to include a nominal amount of $500,000 to start on the $7 million Reedy Point highway bridge. I would like to ask for greater amounts, including starts on the Pennsylvania Railroad bridge, the minor relocations, and the Elk River anchorage, but I am basing my request on the very minimum needed to initiate this project.

In support of my request, I would like to explain to the committee the overwhelming justification for this project. This important waterway connects the Delaware River and the port of Philadelphia

with Chesapeake Bay and the ports of Baltimore and Norfolk. Oceangoing vessels transiting between Philadelphia and Baltimore formerly were forced to journey by way of Delaware Bay, Atlantic Ocean, and Chesapeake Bay. By using the canal, a saving of 286 nautical miles is realized, nearly a day's vessel travel. Vessels traveling from Baltimore save 150 miles on the trip to New York or New England ports, and 115 miles en route to many European ports. Waterborne commerce consists of agricultural products, coal, iron ore, phosphate rock, magnesite, lumber, petroleum products, iron and steel products, machinery, fertilizer, chemicals, and woodpulp. Commercial traffic through the waterway has increased each year since 1945. The average annual traffic for the 10-year period 1946 through 1955 was 7,020,000 tons and 146,300 passengers. The 1955 traffic amounted to well over 9 million tons.

The waterway was particularly valuable during World War II, enabling such shipping as it could accommodate to avoid the hazard of encountering enemy craft in the open sea between the Chesapeake Bay and Delaware Bay entrances and reducing the amount of convoying required. The waterway has considerable significance from the national defense viewpoint, forming a direct connection by protected route between the naval bases in Philadelphia and Hampton Roads. The canal was particularly valuable to the Nation during World War II. The proposed improvement would greatly increase its value in the case of any future emergency.

The present canal has many obvious deficiencies. The volume of traffic far exceeds the safe capacity of the waterway, and long delays, groundings, and vessel accidents occur frequently. Hazardous conditions arise primarily from inadequate bridge clearances, sharp bends, and from channel depths which are inadequate for the safe passage of vessels. In the 19-mile land cut section it is only 250 feet in width, requiring slow speeds for large vessels when passing. The deficiencies in width make it necessary to impose restrictions on ships 250 feet or more in length. Such vessels must give advance notice of intent to transit the canal; one-way operation is required of ships more than 324 feet in length; ships requiring tug assistance are restricted to daylight hours; and ships with greater draft fore than aft are not admitted into the canal. Moreover, the width is even more restricted at the three lift-span bridges over the canal, necessitating one-way operation of all vessels at these points. This feature of the canal also impairs its safety. Since 1938 there have been 209 accidents in the canal, including 104 collisions of vessels with the bridge piers. The 27-foot depth of the canal also restricts its usage. A considerable proportion of the ships plying the Delaware River and the Chesapeake Bay cannot use the waterway by reason of its inadequate depth.

These deficiencies are much more restrictive of commerce than is the case on adjacent or comparable waterways. Project depths on the Chesapeake Bay and Delaware River are 39 and 40 feet, respectively. The Cape Cod Canal in Massachusetts, a facility of comparable length and commercial importance, has a minimum bottom width of 450 feet and a project depth of 32 feet. Improvement in the Chesapeake & Delaware Canal therefore is required in the interests of an integrated system of waterways and national transportation facilities.

92523—57—pt. 2——38

Reconstruction of Summit Bridge is necessitated by the precarious condition of the existing bridge which is on the highway route between the Chesapeake Bay Bridge to the west and Delaware Memorial Bridge and the New Jersey Turnpike to the east. The existing bridge is not capable of carrying the immediately prospective highway traffic. An adequate bridge is needed to connect these important highway links without interference with navigation. The main piers of the existing bridge, located within the channel limits, are extremely vulnerable to damage or destruction by passing vessels. There have been 12 collisions at the site since January 1938, of which 3 occurred since 1950. The St. Georges and Chesapeake City Bridges were both destroyed as the result of vessel collisions in 1939 and 1942, respectively, and had to be replaced under emergency conditions. In addition, movement of the piers due to foundation conditions has necessitated extensive alterations at a cost of $300,000 during the past 6 years. Collapse of the bridge would halt both navigation and highway traffic.

Mr. Chairman, I want to thank you very much for this opportunity and to ask your very serious consideration of my request for the minimum amount of funds needed for next year on this project.

TUESDAY, MAY 21, 1957.

MANISTEE HARBOR, MICH.

WITNESSES

HON. ROBERT P. GRIFFIN, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF MICHIGAN

MAX ADAMS, SECRETARY-MANAGER, MANISTEE COUNTY BOARD OF COMMERCE, MANISTEE, MICH.

Mr. RABAUT. Congressman Griffin, you are going to talk on the Manistee Harbor?

Mr. GRIFFIN. Yes, Mr. Chairman. I would like to introduce and have him present the statement, Mr. Max Adams, of my district, secretary-manager of the board of commerce from Manistee, Mich.

Mr. RABAUT. All right.

STATEMENT OF MAX ADAMS

Mr. ADAMS. Mr. Chairman and members of the committee, my name is Max Adams, and I am secretary-manager of the Manistee County Board of Commerce.

I understand we are limited to 5 minutes on this. If I do not finish the report, I would like to have it put into the record.

Mr. RABAUT. Without objection, you may put the report in the record and touch the highlights of it.

(Mr. Adams' prepared statement follows:)

STATEMENT BY MAX ADAMS, SECRETARY-MANAGER, MANISTEE COUNTY BOARD OF COMMERCE, MANISTEE, MICH.

Mr. Chairman and members of the committee, my name is Max Adams, and I am secretary-manager of the Manistee County Board of Commerce, Manistee, Mich. I am also representing the Manistee County Board of Supervisors as a

member of that body, and have been authorized to speak for the city of Manistee as well as local manufacturing firms using the Manistee Harbor.

To my left is Mr. Fred Clohset, attorney for the city of Manistee.

Those whom we represent are interested in getting a bridge rebuilt, and in getting the channel deepened so as to open up our Manistee Harbor to larger cargo vessels.

The status of the Manistee Harbor project is reviewed at page 1368 of the 1956 Annual Report of the Corps of Engineers.

The Manistee Harbor is on the east shore of Lake Michigan, 26 miles north of Ludington and about 179 northeasterly from Chicago.

The harbor embraces the large, deep Manistee Lake, together with a channel which connects it, through the Manistee River, with Lake Michigan.

The channel through the river is about 6,400 feet long; it is narrow, somewhat winding, and is crossed by 3 bridges, hereafter referred to as the Maple Street, the railroad, and the Smith Stret bridges.

Improvement of the Manistee Harbor, as previously authorized by Congress, provides for a breakwater, for certain piers and revetments, and for an entrance channel 23 feet deep to the outer end of the south pier, thence a continuation of the channel 21 feet deep and 100 feet wide between the piers and in the river to Manistee Lake.

The improvements so authorized have been completed except that the part of the channel above the Maple Street Bridge to Manistee Lake has not been deepened to 21 feet, nor has it been widened where necessary to 100 feet of effective width.

The project has not been completed to date because the River and Harbor Act of July 3, 1930, which adopted the improvement plan proposed in Senate Document No. 131 (71st Cong., 2d sess.) provided as follows:

"* * * that no work shall be undertaken on the section of the river through and above the bridges until they have been modified in a manner satisfactory to the Secretary of War."

Subsequent to 1930, the Smith Street and railroad bridges were reconstructed, but to date the Maple Street Bridge, having a width of only 71 feet, has not been replaced.

The Corps of Engineers has interpreted the proviso in the 1930 act as requiring that the Maple Street Bridge must be reconstructed solely as the result of local, non-Federal effort.

The cost of replacing the Maple Street Bridge is estimated at $900,000 to $1 million.

Subsequent to the 1930 River and Harbor Act, the Congress, in 1940, passed the Truman-Hobbs Act, which, as amended, provides that the Secretary of War, acting through the Corps of Engineers, can order the alteration or reconstruction of a bridge which obstructs navigation, and can further divide and apportion the cost thereof between the Federal Government and local interests.

Federal sharing in the cost, which might otherwise be available under the Truman-Hobbs Act, has been withheld in the case of the Maple Street Bridge because of the proviso in the 1930 act which has been interpreted by the Corps of Engineers as requiring that the full cost of the bridge be borne by local interests.

At the request of the Honorable Ruth Thompson, who formerly represented the Ninth Michigan District, the House Public Works Committee adopted a resolution on July 29, 1955, directing a review of the Manistee Harbor reports by the Board of Engineers—

"* * * With a view of determining whether conditions of local cooperation with respect to the existing project should be modified in any way * * *."

In view of the subsequent Truman-Hobbs Act, in view of the tremendous cost of replacing the bridge, and in view of other factors related to seaway development, it is expected and hoped that the Corps of Engineers will see fit, upon review, to reinterpret and restate its recommendation with respect to local cooperation so as to permit cost sharing by local interests with the State and/or the Federal Government.

The cost of the review authorized is estimated at $2,500. The purpose of this appearance is to urgently petition that the amount of $2,500 be included in your appropriation bill, and that it be earmarked to carry out the review so authorized.

Additional facts and information to support our request are set forth below:

The location of Maple Street Bridge is of considerable importance. It is located completely within the corporate confines of the city of Manistee on a waterway which connects Lake Michigan and Manistee Lake. Manistee Lake is

a body of deep, navigable water 4½ miles in length, which is bordered by the governmental units of Filer Township, Stronach Township, and Manistee Township, as well as the city of Manistee. About 55 percent of all the lake traffic in Manistee Harbor is destined for or comes from industrial firms located in the townships. In addition, the greatest undeveloped frontage on Manistee Lake lies outside the city of Manistee and in the townships.

The laws of the State of Michigan provide no way to compel other benefiting governmental units to share in the cost of a new bridge. Accordingly, to replace the Maple Street Bridge, without aid, would place an extreme financial burden upon the city of Manistee.

Manistee, with a population of approximately 11,000, is an industrial city, its principal products being chemicals, salt, paper, drop-forging, machinery, boats, furniture, garments, and dune sand.

Lake commerce in our harbor in 1940 was 86,000 tons. Commerce has increased over the years to a tonnage in 1955 of a little over 1 million tons; in 1956 to 900,000 tons; and in 1957 the tonnage is estimated to run over 1 million tons. Our harbor is also used by recreational craft and local fishing boats. Manistee is served by 1 bank, the Maistee County Savings Bank, with capital stock and undivided profits of over $1 million and total assets of over $13 million, an increase since 1940 of over 300 percent.

The more important cities located near Manistee are Cadillac, 50 miles east, with a population of approximately 11,000; Frankfort, 28 miles north, with a population of 2,000; Ludington, 26 miles south, with a population of 10,000. Manistee is served by 1 railroad, the Chesapeake & Ohio Railway, and Federal and State highways.

Manistee Lake forms a perfect deepwater harbor and, at the present time, approximately 20 percent of the shoreline is in use by industry. Because of present harbor limitations which prevent lake carriers from loading to capacity, our industries are required to pay a surcharge on coal coming to the plants in Manistee. This extra cost places a heavy burden on our industry in its effort to meet competition, and also tends to discourage new industries from further developing the area.

Boats with a beam of 52 feet and less than 500 feet in length have but little time left to work on the Great Lakes. Due to the deepening of the connecting channels authorized by Congress as part of the St. Lawrence seaway program, ships constructed hereafter will be of the larger type and smaller boats will soon be a thing of the past. In support of this statement I would like to quote General Berrigan of the Corps of Engineers:

"Experience on the Great Lakes during the past 50 years has clearly demonstrated that shipowners have always taken full advantage of improvements in the connecting channels. Today there are many vessels in the Great Lakes fleet of such characteristics that they can load only limited drafts except during the relatively short period when the levels of the lakes are at extreme high stages.

"Many of the older, smaller boats in the present fleet are approaching the end of their economic life and will soon need to be replaced. The demonstrated economy of the larger, faster vessels assures that replacements will be of the larger, deeper draft, faster type. Depths now available in the connecting channels, except at abnormally high lake stages, will not permit these vessels to load to full allowable draft.

"Recent studies by the Corps of Engineers have proven that savings in transportation cost with the prospective fleet of larger vessels in the deepened channels will more than justify the project, based on Great Lakes commerce alone."

In view of the limited number of small boats available, it is becoming increasingly difficult for our industries to obtain transportation for their manufactured products. It has been necessary for our sand-products company to utilize the larger boats. Because of the narrow width of the Maple Street Bridge the larger boats cannot go into Manistee Lake to turn around and return to the sand-products-company dock; therefore, it is necessary for them to turn around in the mouth of the channel and back into the dock, a distance of approximately one-half mile. In order to do this, they must fasten their towline to the pier and then back along the concrete revetment of the pier to dockage. Serious damage is being done to our harbor pier and unprotected concrete revetment. The Federal Government already has an investment in this harbor of several million dollars to protect; it would be difficult to estimate the extent of damage already

done to these piers because larger boats are unable to proceed through the channel into Manistee Lake.

One of our companies, the Bultema Dock & Dredge Co., repaired bulk carrier ships from 1950 to 1954. This created jobs for approximately 35 men through the winter months. Due to the decreasing number of smaller-type boats operating on the Great Lakes and because larger boats are unable to clear the channel, this company now is unable to bid on such work even though it is very capable of handling such work and despite the fact that there exists a shortage of these facilities on the Great Lakes.

In our city is located the American Box Board Co. This company manufactures corrugated medium from aspenwood. At the present time they are building a new mill here to manufacture Kraft food board. This will be manufactured from the evergreen family of woods and it will be necessary to obtain some of this wood from our neighbor Canada, and in order for American Box Board to compete it will be necessary that this raw material be shipped by water. The American Box Board Co. represents an investment of $30 million by 4,900 stockholders in our area. Its payroll runs $4½ million annually, and is expected to rise to $8 million annually by 1958. The company has plans for further expansion, but it must depend upon waterborne transportation. Upon completion of the Kraft food-board mill, the company's use of the harbor is expected to increase from 116,000 tons in 1956 to an estimated 219,000 tons in 1958.

We present for inclusion in the record a letter from Consumers Power Co. which has been working diligently to develop the northwest part of Michigan. Consumers Power has repeatedly run into trouble in attracting industry to Manistee because of our harbor and the fact that large boats cannot enter Manistee Lake. The further economic development of our city and our area depends upon development of our harbor to make adequate waterborne transportation available.

We also present for the record a letter from the Manistee Salt Co. stating that a saving of 28 cents per ton could be obtained if it could use the larger type carrier boats. We believe the saving, and the resulting profit to be taxed by the Federal Government, would more than justify the cost of widening the channel and replacing the Maple Street Bridge.

Also located in Manistee is a plant of the Michigan Tool Co., a division of Excello Corp., which looks forward to the development of the St. Lawrence seaway. In this past year Michigan Tool shipped over a quarter of a million dollars in exports, and the company is striving to better that for the year 1957.

Based upon present tonnage figures and using accepted procedures of the Corps of Engineers, we firmly believe that replacing the Maple Street Bridge and widening and deepening our channel to project specification will result in great savings. The estimated cost, as of 1956, was approximately $900,000. Assuming a 50-year life expectancy of the bridge and figuring with a 3½ percent interest rate, the total yearly cost would be $49,500. A savings of 28 cents per ton, on a million tons of freight would amount to $280,000 per year, or a savings of $6 for every $1 spent.

Our local community, under existing laws, is unable to finance the construction of a new bridge. We are limited to a bonded indebtedness of $260,000 and a considerable portion of this limit has already been committed.

In closing, may I say that the review and resurvey authorized by the Committee on Public Works is not now included in this year's schedule of projects by the Corps of Engineers. The estimated cost of this survey is $2,500. We respectfully urge this committee to earmark that amount at this time for our survey. We would also appreciate any effort on the part of your committee to speed construction of the new bridge and the widening and deepening of the connecting channel between Lake Michigan and Manistee Lake.

Mr. Chairman and members of the committee, I would like to thank you for the opportunity afforded me to appear before you. If there are questions, Mr. Clohset and I would be more than happy to try to answer them. Thank you.

Mr. ADAMS. This is Lake Michigan. This is Manistee Lake and this is the harbor that connects the two. This is the point in this circle of the Maple Street Bridge in which we are interested at the present time in having a survey made and also finding some way to replace the bridge.

We are located on the east shore of Lake Michigan approximately 179 miles northeast of Chicago. This harbor embraces a deep lake.

(Discussion off the record.)

Mr. RABAUT. On the record.

Mr. ADAMS. Manistee Lake is a deepwater harbor. At the present time it runs from about 28 to 52 feet in depth. It is 4½ miles long and a half mile wide at its greatest point. The channel through this river, as shown on the map, is about 6,400 feet long. It is narrow and somewhat winding, and is crossed by three bridges. In the original improvement so authorized, they have all been completed with the exception of the part of the channel above the bridges to the Manistee Lake.

The project has not been completed to date because of a Rivers and Harbors Act of July 3, 1930, which adopted the improvement plan proposed in Senate Document No. 131, providing as follows:

> * * * that no work shall be understaken on the section of the river through and above the bridges until they have been modified in a manner satisfactory to the Secretary of War.

Subsequent to 1930 the two bridges, the Smith Street Bridge and the railroad bridge, have been replaced. We have an interpretation before us on the Corps of Engineers in Congress in the modification satisfactory to the Secretary of War, solely as a result that there shall be no non-Federal effort made to help in the construction of this bridge.

Since that time, however, Congress has passed the Truman-Hobbs Act which, as amended, provides that the Secretary of War, acting through the Corps of Engineers, can order the alteration or reconstruction of a bridge and they have also passed the Federal Highway Act which they may come under.

At the request of the Honorable Ruth Thompson, who formerly represented our district, the House Public Works Committee adopted a resolution on July 29, 1955, directing a review of the Manistee Harbor report by the Board of Engineers—

> with a view to determining whether conditions of local cooperation with respect to the existing project should be modified in any way.

Up until the present time that review has not been made, or surveyed. I have talked with the Corps of Engineers in Detroit, and they have so stated that it is not in the progress being made this year.

The location of the Maple Street Bridge is of quite considerable importance to us. It is located completely within our corporate limits. However, it is on a connecting channel. The confines of the city of Manistee is on a waterway which connects Lake Michigan and Manistee Lake.

There are other governmental units involved; namely, Filer Township, Stronach Township, and Manistee Township, as well as the city of Manistee. About 55 percent of all the lake traffic in Manistee Harbor is designed or comes from industrial firms located in these townships.

In addition, the greatest undeveloped frontage on Lake Manistee lies outside the city of Manistee and its townships.

The laws of the State of Michigan provide no way to compel other benefiting governmental units to share the cost of the new bridge. Accordingly, to replace the Maple Street bridge without aid would place an extreme financial burden upon the city of Manistee.

To give an idea of our growth over the years, Manistee has a population of approximately 11,000. Lake commerce in our harbor in 1940 was 86,000 tons. Our commerce has increased over the years in tonnage to the year of 1955 of a little over 1 million tons. In 1956 we dropped to 900,000 and in 1957 the tonnage is estimated to run again over a million tons.

We are also used by recreational crafts and local fishing boats. Our growth since 1940 in the Manistee County Savings Bank—we are served by one bank in the community—had undivided profits last year of over $1 million, and total assets of over $13 million, which showed of over 300 percent since 1940.

Mr. RABAUT. It is a good area.

Under the Truman-Hobbs Act what would be the requirements for local participation?

Mr. ADAMS. Under the Truman-Hobbs Act, as I understand it, the first thing that would have to be done would be that the bridges would have to be condemned as a detriment to navigation. Under this act, some Federal agency would have to figure what that bridge is worth to the community as is. That would be the extent of Federal participation, and the local participation would pick up the rest.

Mr. GRIFFIN. If I might interrupt, Mr. Chairman, as I understand it the Corps of Engineers up until now, in their report, have indicated that this bridge must be replaced solely by local effort, with no possibility of Federal participation. As a result, the possibility of Federal participation under the Truman-Hobbs Act has always been excluded.

The review that Miss Thompson asked for would be to ask the Corps of Engineers to review this situation and see if since 1930 there has not been a change in policy which would permit the possibility of sharing the cost with the Federal Government, which would then permit the application of the Truman-Hobbs Act to come into effect.

Mr. RABAUT. Have you any idea what Miss Thompson had in mind when she asked about a review as to what it would cost?

Mr. GRIFFIN. $2,500.

Mr. ADAMS. It is listed in this report as $2,500, the estimated cost.

I think, not only is the bridge a detriment to us at the present time as far as tonnage is concerned, it is costing our industries this year an additional $30,000 in freight because of the fact that they cannot load their boats to the capacity that they are bringing in.

LOCAL CONTRIBUTION

Mr. RABAUT. The other day when I talked to you, Congressman, you said some of the industries would be willing to give something towards this bridge.

Mr. ADAMS. I have contacted the industries, as I stated before, as to how they could participate, and if some means can be set up to form a unit to disburse this outside of the city government. Industry will participate. Now, as to what extent, that would have to be decided.

Mr. RABAUT. Would the city government put some money in it?

Mr. ADAMS. Absolutely.

Mr. RABAUT. Why do you not come forward with something of that type and put it in the form of an understanding? Then we could

proceed on this. I do not think we will have much trouble getting a survey, but it is just that we might use that as a little bit of information to be supplied to the corps.

Mr. ADAMS. I think—in fact, I know—both the city and our industries are willing to participate to the fullest extent that they can with any other form of government that can be set up to build a bridge and to deepen and widen this harbor to allow the larger type ships to come in.

Mr. RABAUT. All right.

Mr. ADAMS. One thing I would like to mention, if I might, Mr. Chairman, and that is we are spending a great deal of money, or the Federal Government is, on the St. Lawrence seaway program. Of course, we are vitally interested in it, being a deepwater harbor. One of our plants, Michigan Tool, a division of Excello Corp., last year had a quarter of a billion dollars in export trying to build this up for the St. Lawrence program, and are anticipating much more this year.

In this report I have verifying letters, Mr .Chairman, that verify the facts in this statement.

Mr. RABAUT. Without objection, those letters will be put in the record at this point.

(The letters referred to follow:)

GARTLAND STEAMSHIP CO.,
Chicago, Ill., May 8, 1957.

Mr. MAX ADAMS,
Board of Commerce,
Manistee, Mich.

DEAR MR. ADAMS: Pursuant to our meeting in April and our recent conversation with both yourself and the various representatives of industry at Manistee, as well as the United States district engineer, we would like to again state our position with respect to the restriction of navigation as represented by the Maple Street Bridge across the Manistee River.

At the present time, navigation in the Manistee River is restricted to vessels having a length overall of 480 feet and a beam of 52 feet, and operating at a draft not exceeding 19 feet, 6 inches. Upon completion of the project dredging in the Manistee River, the limitation on the dimensions of vessels navigating the Manistee River would not be changed; however, such vessels could then be loaded to a draft of 20 feet, 6 inches or an increase of 12 inches and a resultant increase in carrying capacity of 10.5 percent.

The limitation on the physical dimensions on vessels able to safely navigate the Manistee River is imposed by the horizontal clearance between the Maple Street Bridge abutments. As you know, we have urgently recommended for many years the removal of the Maple Street Bridge and its replacement by a new bridge providing a horizontal clearance of at least 120 feet, similar to the existing bridge at Smith Street.

The replacement of the existing Maple Street Brige with a new bridge would permit vessels having dimensions of 520-feet length overall and 56-foot beam, drawing 20 feet, 6 inches to navigate the entire length of the river to Manistee Lake safely. The present limitation on the size of the vessels does not permit cargoes in excess of 6,500 tons. The removal of the restriction would permit vessels carrying 10,500 tons to enter Manistee Lake with, of course, a resultant economic advantage to the industries served.

Due to the deepening of the connecting channels on the Great Lakes as authorized by Congress as a part of the St. Lawrence seaway project generally, large modern vessels are being constructed and converted for use on the Great Lakes. If the full economic benefit of the seaway is to be realized in individual communities such as Manistee, it is essential that improvement work be completed as rapidly as possible in order that the larger and more economic ships can be used to service the local industry.

At present, we are forced to make what amounts to a surcharge on steam coal moving to the various industrial plants in Manistee Lake. This surcharge is paid by the industries served in order to compensate us for a loss in carrying capacity.

We earnestly hope that it will be possible to proceed with the removal of the Maple Street Bridge in the not too distant future.

Very truly yours,

A. C. SULLIVAN, Jr.

BULTEMA DOCK & DREDGE CO.,
Manistee, Mich., May 10, 1957.

Mr. MAX ADAMS,
Secretary, Manistee Board of Commerce,
Manistee, Mich.

DEAR MAX: It is the contenttion of our company, that a large number of bulk carrier vessels of the Great Lakes could utilize Manistee's natural harbor, as a winter layup harbor of refuge, if it were not for the restricting factor of the Maple Street Bridge.

This is due to the narrow design and angular construction of the bridge over the Manistee River at this point, just downstream from the rather sharp bend in our river. Due to these two factors it presently limits the length of any lake vessel entering into our harbor to approximately 470 feet. Even ships of this rather small size can only enter our harbor with restricted cargo capacities which places an economic burden upon our local industry and its affected population from the surrounding counties.

Our company repaired several bulk cargo ships from 1950 until 1954. This created jobs for approximately 35 men throughout the winter months. Due to our disadvantage in not being able to bid on work on other vessels of the more common size of 500 feet and up, our firm has had to refrain from bidding on this type of work which we would like to handle very much.

Another advantage that would present itself to our harbor if the present Maple Street Bridge could be renewed with a wider and more modern structure, is the fact that many ships are presently using our north pier to turn around in the outer harbor and back down to a commercial loading dock. This is a distance of approximately one-half a mile. In doing this under all types of adverse elements, it is only natural that a great deal of damage is being done to our harbor pier and channel revetment by vessels rubbing and scrapping along the unprotected concrete revetment. By having a modern bridge that would be capable of handling modern steamships, many thousands of dollars of damage could be prevented to our present Government structures.

It is our feeling that this inadequate Maple Street Bridge has economically restricted the growth of our splendid harbor and surrounding area. We would strongly urge you to do everything possible and to encourage the reconstruction of this bridge at the earliest possible time which will not only serve the local area to much better advantage but will also better protect the Government's interest and save them many untold dollars of repair in the future.

Yours very truly,

JOHN H. BULTEMA.

AMERICAN BOX BOARD CO.,
Grand Rapids, Mich., May 14, 1957.

Re Manistee River between Lake Manistee and Lake Michigan.

Mr. MAX ADAMS,
Secretary, Manistee Board of Commerce, Manistee, Mich.

DEAR MR. ADAMS: Because of the narrow channel and shallow depth in a portion of this waterway, we are limited to the use of self-unloading vessels of 7,000 tons capacity. Even these small boats are restricted to 6,500 ton cargoes. This condition imposes a serious problem in the operation of our Manistee Mill which depends upon this waterway for coal, chemicals, and woodpulp supplies. Our growth in the Manistee area is tied to water-borne transportation and it will be severely limited if improvements are not made.

Of 39 self-unloading vessels of American registry on the Great Lakes only 12 are small enough to negotiate this channel, and of these only 4 are con-

sidered suitable for this trade. Our best information reveals that there have been no new vessels or conversions of existing vessels in the 7,000-tons classification since the early 1930's. The trend is to build or convert vessels of 10,000 to 14,000 tons capacity. High operating costs make it unlikely that smaller ones will be constructed.

Rates for the smaller vessels have increased from $0.65 per ton in 1947 to $1.03 per ton in 1957. A portion of the rate amounts to a surcharge because of the use of partial capacity. We have been advised that these rates would be 10 to 12 percent lower if 9,000-ton capacity vessels could be used. This is a vital economic factor in the growth of our operation because the expected increase from 116,000 inbound tons in 1956 to 194,000 inbound tons and 25,000 outbound tons in 1958 will not be possible unless adequate improvements in this channel are made.

Our Manistee Mill represents a $30 million investment by 4,900 stockholders. Its payrolls and pulpwood purchases in the area now exceed $4,440,000 annually. These local expenditures are expected to rise to $8,095,000 in 1958. Plans for further growth depend heavily on adequate water-borne transportation.

We urge that steps be taken to activate a program which will remedy the limitations imposed by the present condition of this waterway. Such action will provide for the further growth and prosperity of the community and, in addition, permit the northwestern Michigan area to derive the benefits intended by the St. Lawrence Waterway.

Sincerely,

W. S. GOODSPEED,
President.

CONSUMERS POWER CO.,
Jackson, Mich., May 16, 1957.

Mr. MAX ADAMS,
Secretary of the Chamber of Commerce, Manistee, Mich.

DEAR MR. ADAMS: The development of the Manistee Harbor channel to permit the navigation of vessels of larger tonnage or loading would prove, we believe, to be an asset to the economic growth of the area.

Proper planning and construction would facilitate the development of the potential that is available here as a part of the St. Lawrence Great Lakes seaway system.

Manistee Lake, which is 4 miles long, one-quarter to one-half mile wide and a maximum depth of 50 feet, with deep water generally close to shore, offers possibilities as a very favorable location for industries seeking a deep water plant site. We have had occasion in the past few years to work with such prospects who were interested in the area for such a project. The question of navigation of large vessels through the connecting channel was the subject of some discussion. The matter of clearance restrictions in the channel was mentioned by them as an obstacle to the use of large carriers.

We have been informed that under the present conditions ships of 52-foot beam, 480 feet in length and loaded to 19 feet 6 inches draft are the largest that can navigate this channel. Also, that this means a maximum loading of in the neighborhood of 6,000 tons. Ability to load at least 10,000 tons would open this harbor to more carriers with the resultant economies to both carriers and customers.

A survey of Green's Great Lakes Directory would indicate that the widening of the restrictive clearances in the channel would open Manistee Lake to availability of carriers of 52- to 60-foot beam or an increase of nearly double the present number.

If the natural assets of Manistee Harbor are to be utilized to the fullest extent both physically and economically, it appears that proper clearance for large vessels should be provided in the connecting channel between Lake Michigan and Manistee Lake.

Yours very truly,

H. W. BREWER.

MANISTEE, MICH., *May 8, 1957.*

Mr. MAX ADAMS,
Manistee Board of Commerce,
River Street, Manistee, Mich.

DEAR MAX: Our company is very much concerned about the existing conditions in the upper Manistee River Channel, and the obstruction of navigation to Manistee Lake caused by the Maple Street Bridge.

As you know our only plant is located in the city of Manistee on Manistee Lake where we produce salt and salt products for shipment throughout the Middle West and beyond.

All of our coal has been moving in via the Gartland Steamship Co.'s steamer *Fitzgerald* with a capacity of approximately 7,200 tons. We use approximately 30,000 tons of coal per year. We have not yet availed ourselves of outbound salt shipment by boat, but at present are seriously considering establishment of vessel loading facilities in order to be able to offer salt to the chemical industries in the upper Great Lakes area.

Our immediate problem, however, relates to our primary raw material—coal. Salt is an extremely cheap and highly competitive industrial and agricultural commodity. We are in competition with other evaporating plants, two of which are located on the St. Clair River, so that they can accommodate the largest coal handling vessels handling coal moving up from Lake Erie. Other competitors are in Kansas where they avail themselves of plentiful natural gas.

Our company would like to continue its policy of increasing our investment and rate of production at Manistee, but in order to do so we must be assured of the best possible port facilities and the lowest possible fuel costs.

We understand, that in spite of the repairs made to the Maple Street Bridge a year or so ago, that the United States Corps of Engineers considers this such an obstruction, that they cannot go ahead with the full statutory depth of 21 feet for the full statutory width of 100 feet in the river channel, above the bridge.

There are two primary considerations in our present inability to handle vessels in excess of the 7,000-ton class:

1. In the first place there are few boats of this class left, and the owners indicate that it is only a matter of time before they will be unable to compete with vessels of larger class. Thus there is a serious question as to the availability of vessels in the future even at the present high cost.

2. If through removal of the Maple Street Bridge obstruction, we are able to handle vessels of the 10,000-ton class and larger, it is our understanding that our rate on coal handled from Chicago will be reduced by approximately 28 cents per ton.

As taxpayers to the city of Manistee and to the Federal Government we urge that some arrangement be worked out for replacement of the Maple Street Bridge by an adeqaute structure and for the subsequent widening and deepening of the entire Manistee River Channel.

Over and above these considerations is the matter of the ultimate completion of the St. Lawrence seaway project. Undoubtedly we will be able to provide a considerable tonnage of water movement in export and import if oceangoing vessels are enabled to reach our dock.

Yours very truly,

T. W. HARDY, Jr., *Vice President.*

GRAND HAVEN, MICH., *May 16, 1957.*

Mr. MAX ADAMS,
Director of Board of Commerce,
Manistee, Mich.

DEAR SIR: Masters of the various lake vessels, hauling our material (sand and gravel aggregates) into Manistee Harbor, and Manistee Lake, during the past years, have reported several unfavorable conditions, which we would like to call to your attention.

In their opinion, the narrow draw of the Maple Street Bridge creates a serious hazard to safe navigation. Only under the most ideal circumstances can a ship clear the draw and then negotiate the sharp bend in the river above. Likewise, ships outbound have extreme difficulty in bringing the bridge draw into alinement,

after making the same sharp river bend. In the last case, the ship's stern, when ship is alined for the draw, is so close to the south bank of the river, that steerageway is affected by the shoal water, and the stern has a tendency toward being sucked beachward by the shallow bank. In this position, the ship is bearing closely on the Century Boat Co. dock, and presents further probability of mishap.

Due to the above mentioned conditions, this company has been considerably limited in the specifications of vessels available for our trade in these waters. Only ones of the 350 foot, or under, class are offered.

During the 1956 season, we shipped over 56,000 tons into the Manistee area. This tonnage required 10 vessels, which carried an under draft average of 5,600 tons per load.

You may readily understand now, how any improvement in the conditions described, would be materially beneficial to our business in the Manistee market, and would unquestionably be reflected in all waterbound activity in your area.

Most respectfully,

WM. DAWES, *Marine Superintendent.*

Mr. GRIFFIN. Thank you, Mr. Chairman.

Mr. ADAMS. Thank you very much.

TUESDAY, MAY 21, 1957.

UPPER COLORADO RIVER STORAGE PROJECT

WITNESS

HON. JOSEPH M. MONTOYA, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF NEW MEXICO

Mr. RABAUT. Congressman Montoya, of New Mexico.

Mr. MONTOYA. Mr. Chairman and members of the committee, I do no want to burden you with another appearance here today. I was very grateful for the appearance yesterday, but I do want to emphasize my interest in the Colorado River project and all the phases that have been authorized to date.

NAVAHO DAM

Of course, I expressed special interest in the Navaho Dam project, which is one of the phases covered by the proposed appropriation.

Mr. RABAUT. Are you justifying the budget?

Mr. MONTOYA. Yes, sir.

Mr. RABAUT. $1.8 million?

Mr. MONTOYA. $1,530,000.

Mr. RABAUT. Do you have a statement?

Mr. MONTOYA. Yes, sir.

Mr. RABAUT. Put your statement in the record.

Mr. MONTOYA. All right.

(Mr. Montoya's prepared statement follows:)

I am Joseph M. Montoya, recently elected as a Member of Congress from New Mexico. I was elected by the people of New Mexico to fill the vacancy created by the sad and untimely death of our good friend, Antonio Fernandez, who was a member of this distinguished committee.

My purpose in appearing before this committee is to speak on behalf of the appropriation of funds necessary to continue the planning and construction of the Colorado River storage project and participating projects which are so vitally essential to the economic and social welfare of my State and the Navajo Indian

nation in particular, as well as to the other four upper Colorado River Basin States, Arizona, Colorado, Utah and Wyoming.

Because I am new to the Congress, just having been elected on April 9, I have not had an opportunity to become fully familiar as yet with all of the technical details of this vast, comprehensive basinwide plan for developing the land, water, and other natural resources of the upper basin of the Colorado River. In general terms, however, I am not wholly unfamiliar with the project, having had it presented more than once to me in my recent capacity as Lieutenant Governor and president of the State Senate of New Mexico.

As this committee knows, the Colorado River storage project is comprised of four major water storage dams: Navajo Dam on the San Juan River, Glen Canyon on the Colorado, Flaming Gorge on the Green River and Curecanti on the Gunnison River. There are 11 water-using or participating projects also authorized by Public Law 485, 84th Congress. That same Congress appropriated $13 million for a start on construction of the Navajo, Glen Canyon, and Flaming Gorge Dams.

This Congress is being asked to appropriate additional funds in order that construction can expeditiously proceed. The Bureau of Reclamation, through the President's budget message to Congress on January 16, 1957, recommended an appropriation to the upper Colorado River Basin fund of $25,142,000 for the 1958 fiscal year. Of this sum, $1,195,037 was earmarked for advance planning of participating projects, $100,000 for investigations and preliminary construction of transmission lines and the following sums for construction of storage units:

Glen Canyon	$15,602,000
Flaming Gorge	3,700,000
Navajo	1,530,000

There was allocated to obligations for stores, camps, and so forth, the sum of $3,554,963. The Bureau of Reclamation did not recommend the appropriation of funds for the initiation of construction of any participating projects nor for the advance planning of the Navajo irrigation project in New Mexico in fiscal year 1958 and it is hoped that Congress will remedy this situation in order that the construction of irrigation facilities can proceed as quickly as possible.

May I stress that the Navajo Dam on the San Juan River in northwestern New Mexico is of prime importance to my State and this structure is named for the Navajo Indians who will receive the principal benefits. This Indian nation is comprised of approximately 80,000 individuals. It is the largest tribe of our original Americans remaining and is ever growing. These people are industrious. They are good farmers. What they need is the opportunity and they will be self-sustaining.

The construction of the Navajo Dam and Reservoir is prerequisite to the development of both the Navajo Indian irrigation project and the San Juan-Chama project, which are given advance-planning status under Public Law 485. The Navajo Indian irrigation project, when authorized and constructed, will provide employment and decent living conditions for some 15,000 Navajos and indirectly it will be of economic assistance to the entire tribe.

The authorized Navaho Reservoir would regulate the San Juan River to aid the upper-basin States in delivering water to the lower basin. It will also store water for the Navaho irrigation project and other potential projects. In addition, it would also help provide regulation of the river required for the operation of the proposed San Juan-Chama project.

Construction of the Navaho Dam is already in progress. Among others, there are three major reasons why it is important that Congress should appropriate funds to continue this work. First, in the interests of economy, construction should proceed continuously in accordance with an orderly schedule. Second, in order that the Indian irrigation project can be put into operation at the earliest possible date, the dam should be completed from 1 to 2 years ahead of the time when project water is first required in order that the reservoir may be filled to the level required for diversions into the canal. And, third, large quantities of a dependable water supply are required for municipal and industrial expansion related to the gas, oil, coal, and uranium resources of the San Juan Basin.

As a Member of Congress from New Mexico, I wish to urge your committee to earmark adequate funds to continue the orderly, progressive construction of the Colorado River storage project, including the Navaho, Glen Canyon,

and Flaming Gorge Dams. In the interest of the entire Nation, as well as those of the upper Colorado River Basin, construction should continue in a well-planned, orderly manner. The upper-basin States are united in their desire to see these projects completed as rapidly as is consistent with good management.

May I, in concluding, earnestly thank this committee on my own behalf and on behalf of the people of my State for allowing me to appear here today in behalf of these appropriations. We are very grateful.

Mr. MONTOYA. Thank you, gentlemen. I do not want to say anything more before the committee.

Mr. RABAUT. Thank you, Congressman.

TUESDAY, MAY 21, 1957.

ALMENA IRRIGATION DISTRICT AND UPPER REPUBLICAN WATERSHED PROJECTS

WITNESSES

HON. PHIL WEAVER, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF NEBRASKA
HON. WINT SMITH, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF KANSAS
W. STEPHENSON, VICE PRESIDENT, REPUBLICAN VALLEY CONSERVATION ASSOCIATION, NORTON, KANS.
KEITH G. SEBELIUS, CITY ATTORNEY, NORTON, KANS.

Mr. RABAUT. Congressman Weaver, sit down. We are very glad to hear you now.

Mr. WEAVER. Thank you.

I have a brief statement, sir, that I would like to present to you gentlemen of the committee.

Mr. Chairman and gentlemen of the committee, thank you for the privilege of appearing briefly before you once again in behalf of a deserving program located in the first Legislative District of Nebraska. I refer to the development of the Upper Republican River, which was authorized in the 1944 Flood Control Act.

I would like to defend vigorously the recommendations of the Bureau of the Budget regarding a proposed work program for the fiscal year 1958, and to suggest that it would prove economy in the long run if your committee saw fit to support construction of two additional projects. Detailed investigations of these projects were not finished in time to have the attention of the Bureau of the Budget when it issued recommendations regarding the forthcoming fiscal year.

I appreciate fully the difficult situation which your committee faces this year, growing out of the widespread demand for economy. But I hope to be able to present a persuasive argument, showing that it would be false economy to not undertake these projects. Surely it would not be consistent, or fair, to roll back appropriations for reclamation projects in this country if Congress is to continue to underwrite irrigation projects abroad. These latter projects bring no return to

the United States Treasury whatsoever. Just a few days ago my colleague, Dr. A. L. Miller of Nebraska, former chairman of the House Interior Committee, an expert on these matters and in whose district the great Platte Valley is located, cited some amazing figures. His data came from the International Cooperation Administration, Office of Statistics and Reports, dated April 24, 1957. It revealed that the United States, as a contribution to international good will, has spent $335.8 million on 197 irrigation and power projects in 46 countries located largely on the continents of Asia, Africa, and Europe. The American people, from whose pockets the money comes for such an undertaking, find it difficult to understand why their tax dollars are spent away from home to conserve land and water resources while they are compelled to submit to long delays in undertaking feasible flood-control and irrigation projects in this country. I am confident that your committee will give full weight to these factors, and will not require any undue delay in construction of domestic projects which are approved by the technical agencies of our Government, and which have already been authorized by the Congress.

I was impressed with President Eisenhower's logic when, in his State of the Union message to the Congress, delivered January 10 of this year, he said, "I would like to make special mention of programs for making the best use of water, rapidly becoming our most precious natural resource, just as it becomes, when neglected, a destroyer of both life and wealth."

Mr. RABAUT. What are the projects to which you refer?

Mr. WEAVER. The Upper Republican River in Nebraska, sir, the Frenchman-Cambridge project, specifically, and the Red Willow dam, which is northwest of McCook, Nebraska.

Mr. RABAUT. What is the other one?

Mr. WEAVER. The Red Willow Dam, northwest of McCook, Nebraska, which was authorized in 1944 by the Flood Control Act.

Mr. ANDERSEN. The Upper Republican has been responsible for a lot of damage in years gone by; has it not?

Mr. WEAVER. Yes.

Mr. RABAUT. The people of Nebraska have put in considerable money.

Mr. WEAVER. Yes, sir, they have. In addition, the Almena is the project in Kansas which is adjacent to the projects in Nebraska. If I may, at this point, ask unanimous consent to include in the record a telegram received this morning from Harry Strunk, who is president of the Republican Valley Conservation Association.

Mr. RABAUT. Without objection, it will be placed in the record.

(The telegram referred to follows:)

McCOOK, NEBR., *May 20, 1957.*

National Councilor M. O. RYAN,
Wyatt Building, Washington, D. C.

Today, Monday, May 20, this entire territory is exactly in the same position as in the fateful days of 1935 when the Republican River and its tributaries took a toll of 112 lives in the upper reaches of the streams and millions of dollars in property damage.

After 3 years of drought, recent rainfall has saturated the land to a point where every drop that falls from now on will run to natural drainage sources. So far we have been fortunate although considerable damage has already occurred in the overflowing of bottom lands, loss of bridges and the washing of

topsoil and highways. No estimate of loss has been made at this time, but it will run into hundreds of thousands of dollars.

The greatest threat is Red Willow creek which has been running bank full the past several days, inundating considerable land in the bottoms. Three bridges have been lost in its upper reaches and precious topsoil washed away. The same applies on the Blackwood and other tributaries to the Republican from the north area.

The Beaver Creek is also bank full and spreading out into the lowlands, as well as the Prairie Dog, Sappa and Arikaree which drain from eastern Colorado and northwest Kansas. The Bonny Dam and Reservoir is holding back the water from the south fork. The greatest volume of flood waters is coming from the Arikaree entering the Republican at Benkelman with considerable threat to the Burlington Railroad and No. 34 Federal highway. All Bureau of Reclamation Reservoirs in the upper Republican drainage basin are filled to flood stage. Had it not been for these reservoirs the Repubican Valley would have sustained millions of dollars of flood loss during the past several days and the lands protected in the lower areas are still susceptible to heavy flooding, jeopardizing the works which have been completed and are now in crops. In other words, practically all the work completed in the lower Republican Valley is in grave danger from floodwaters.

Added to this threat is the fact that the heaviest fall of snow on the eastern slope of the Rocky Mountain in many years still remains to add its volume to the present situation. A quick thaw together with continued rains will jeopardize most of the work accomplished by the Bureau of Reclamation during the past 10 years and the entire program of flood control and reclamation about half-was completed.

HARRY D. STRUNK,
President, Republican Valley Conservation Association.

Mr. RABAUT. You may proceed with your statement.

Mr. WEAVER. Every year that we delay in providing flood control and a stepped up irrigation program in the Republican watershed perpetuates the perennial flood threat under which the residents of that valley live. And because agriculture production is minimized, the Federal Treasury loses substantial tax revenues, which will be forthcoming as soon as supplemental irrigation is made available to additional tens of thousands of acres in this fertile area.

Just north of McCook, which lies approximately in the middle of the Republican Basin, is the city of North Platte, Nebr. For more than 3 decades a reclamation project has been operating in that valley. Irrigated lands there produce 13 times more per acre than adjacent dry farm and grazing lands. Since 1908, farm crops valued at approximately $454 million have been produced in the North Platte area, accounting for approximately 80 percent of all the crop receipts in that valley. Each year the Federal Treasury derives $11 million more in taxes than would be derived from dryland farming techniques. Without doubt, the same economic pattern is present throughout the Republican Basin, and the United States Treasury will profit, along with our people, when these multiple-purpose projects are constructed.

The Bureau of the Budget has recommended $3,327,500 to carry on the construction of the Frenchman-Cambridge project. It would be tragic if this minimum sum were not made available. Every stretch-out, or delay in construction, actually increases the cost of these projects. And if any major reduction should ever be made, the work forces of the Bureau of Reclamation would be disbanded, and serious dislocations would occur. The Congress has actually authorized this project, and the water users on 42,400 irrigable acres have entered into a contract with the Federal Government. It would be most distress-

ing if, for want of modest annual funds, the Government should violate its pledge to the landowners and water users in that area. The Bureau of Reclamation has already set forth the precise work program which it has in mind in fiscal 1958, and it is ready to go.

Secondly, the Bureau of the Budget has recommended $3 million in investigational funds for the Missouri River Basin. A minimum of $20,000 of this money is expected to be available for detailed studies in the upper Republican during the coming year, if Congress should appropriate this sum. Here again, I think that this is the barest minimum that should be considered. Any unnecessary delays in undertaking these investigations merely prolong the time when we can defend ourselves against these disastrous floods, and, once and for all, begin to step up productivity of that valley. I hope earnestly that each of these recommendations, coming from the Bureau of the Budget, may have the approval of your committee.

My colleague, Representative Wint Smith, together with some of his constituents, is here to request an initial sum with which construction can be undertaken on the Almena project. Authorized in the Flood Control Act of 1944, Congress has a moral obligation to launch construction on this project at the earliest possible date. Congress long since passed a tristate compact, under which our States of Colorado, Kansas, and Nebraska effected an equitable division of the water in the Republican. So I think the people in that area have a right to expect the earliest possible construction of multiple-purpose dams and reservoirs; not only the Almena project on the Prairie Dog Creek, but similar projects on Beaver and Sappa Creeks. These latter could be built either along the northern boundary of Kansas or along the southern boundary of Nebraska. I join Congressman Smith in expressing the hope that the committee will view favorably an allocation of funds for Almena, based on a finding of feasibility, which the Bureau of Reclamation expects to have available before your committee is through with this legislation.

Finally, I want to appeal earnestly for initial funds with which to undertake construction of a dam and reservoir on Red Willow Creek. No economy advocate in the country today could argue that this construction should be delayed. This structure is a part of the Frenchman-Cambridge project, embracing 42,400 acres. Landowners and water users in the Frenchman-Cambridge Irrigation District have entered into a contract with the Federal Government, as I said before. They are liable for any infraction on their part of the terms of this contract. Similarly, the Federal Government is responsible for completing construction of all units in the program, or else, theoretically, should be liable for damages.

It is extremely unfortunate that Red Willow was not undertaken earlier. Actually, the Flood Control Act of 1944 authorized construction of this project by the Corps of Engineers. But as you may recall, the Bureau of Reclamation and the Corps of Engineers last year agreed to exchange the Red Willow and Wilson Dam projects in Kansas. So, it is now ordained that the Bureau shall build Red Willow. The Corps of Engineers has determined that annual flood benefits of $168,000 shall be assigned to the project.

When built, the Red Willow Dam and Reservoir would hold back the spring floods, and throughout the summer and fall months, would

provide supplemental irrigation for 7,650 acres of land. These lands have already been classified in detail, and are known to be of a quality suitable for irrigation.

This entire Red Willow project is estimated to cost only $6.6 million. A frequent flood offender, its spring runoff is a constant threat to the main body of the Frenchman-Cambridge irrigation district, whose lands lie directly in its path. It would be nothing short of tragic if the crops on the bulk of these 42,400 irrigable acres should be flooded out by high water in Red Willow Creek. We must not wait until this happens before we start providing corrective facilities.

Several years ago one high water period along the Prairie Dog accounted for property losses totaling $2,282,285. This was all in the vicinity of Norton, Kans. Eight times since 1944, this stream has reached flood stage.

Then, last June 17, more than 400 persons had to be evacuated from their homes, in the vicinity of Wauneta, Nebr., when Frenchman Creek left its banks. There is no telling where these flash floods will occur, but the network of dams and reservoirs authorized by the Congress in 1944 will provide permanent protection against this recurring threat.

So, gentlemen, it is our earnest hope that, consistent with the public interest, your committee will view favorably the fastest practical construction schedule. And we in that area, mindful of your longstanding interest in our welfare, will do everything we can to deserve your continued confidence.

Mr. WEAVER. That concludes my statement, sir. However, Representative Smith will have something to add.

Mr. RABAUT. Congressman Kirwan?

Mr. KIRWAN. Can you explain this? I read an article in the appendix of the Record last week where Congressman Dennison, of the 11th District of Ohio, inserted in the Record that in the district he represents they were advising the rest of the States to pattern after Nebraska. They passed an act in the legislature that they did not want Federal aid.

Mr. WEAVER. That was a resolution prompted by one of our State senators.

Mr. KIRWAN. I do not know who prompted it, but it passed.

Mr. WEAVER. We have a one-house legislature, but, of course, there was no reference whatsoever to funds for irrigation and reclamation.

Mr. KIRWAN. I know there was not.

Mr. WEAVER. That was purely a spontaneous interest, so to speak, by this particular individual.

Mr. KIRWAN. They voted for it. The vast majority acted. It passed. I think there were only three dissenting votes against it.

Mr. WEAVER. They were referring to matching funds.

Mr. KIRWAN. This newspaper was advising all States in the Union to follow Nebraska and not accept aid from the Federal Government. If they do that out there on a nice clear day in the State legislature, then you come in on a cloudy day before the Congress, we would like to be enlightened as to what they want.

Mr. RABAUT. It might get the members' minds clouded.

Mr. WEAVER. I think the author of the resolution and those who voted for it in the State legislature would have to speak for themselves on that.

Mr. RABAUT. You have used 10 minutes of your time, Congressman.

Mr. WEAVER. Yes, sir. Representative Smith of Kansas has some people from Kansas that he would like to present to you at this time.

Mr. JENSEN. May I say, Mr. Chairman, that I am sure the Congressman knows about the manner in which the Interior Subcommittee on Appropriations handled and leaned over backward to assist in that terrible flood situation that was prevalent on the Frenchman and Republican River for many years. We knew about the loss of life as well as property.

We rushed those projects to the very limit with appropriated funds. Mr. Kirwan and I were on that committee at the time. We did everything we could to further and to expedite the construction of those two very worthy projects, and other projects in that area.

I am glad to see the gentleman appear before our committee in the request that he has made. Of course, I know that Mr. Kirwan and all the rest of us will give your request due consideration.

I was a little bit concerned, too, about that resolution that was passed by your legislature out there. I thought it was very ill advised after all the money that I and the rest of the Members of Congress had appropriated of the taxpayers' money to do that very necessary work on those great rivers.

We will just do the best we know how.

Mr. WEAVER. I want to take this opportunity to thank the gentleman for his comments. Just before you came in I asked that there be inserted in the record a wire from the president of the Republican Valley Conservation Association pertaining to the actual situation that exists there today, very similar to the time when disastrous floods occurred and took millions of dollars in property damage, and some 112 lives.

Mr. JENSEN. That is all, Mr. Chairman.

Mr. RABAUT. There was some request you made here that was not in the budget. In the budget in the State of Nebraska, for the information of my colleagues, there is the Ainsworth unit, $1,100,000; the Bostwick division, Nebraska and Kansas, $1,471,00; the Farwell unit in Nebraska, $750,000 for this year; the Frenchman division, $30,260,000; the Sergeant unit, $313,000.

You know, it is really odd when you hear of the type of money going to a State and then at the same time hear something in the nature of the report that has just been made by my colleague, Mr. Kirwan, of Ohio. It seems as if one section of an industry in the State is dominating a policy for all of the people. In one sense of the word, it does not look like it would take such money as we want and for such purposes. It does not set with good grace with me. Anyhow, we will hear our friend, Mr. Wint Smith.

STATEMENT OF REPRESENTATIVE WINT SMITH

Mr. SMITH. Thank you, Mr. Chairman and members of the committee, I come here today regarding the Almena-Norton project on a dry-water course which has been dry many, many times and flooded many times. It does not have a very romantic name. We just call it the Prairie Dog. That is the name of it and it covers a watershed of

a thousand square miles. The reason it was named Prairie Dog is because only prairie dogs lived there. They could accustom themselves to the drought and these other things but mankind cannot, so we come here to ask that Norton-Almena have a multipurpose dam on this stream.

Mr. Neil L. Johnson, of Norton, Mr. W. Russell Garrett, of Norton, and Mr. Guy Allen, who is the president of the Chamber of Commerce of Norton, have asked that their statements be filed in the record in behalf of this project.

Mr. RABAUT. Without objection, their statements will be filed in the record at this point.

(The statements referred to follow:)

APPROPRIATIONS COMMITTEE,
House of Representatives, Washington, D. C.:

Mr. Chairman and members of the committee, my name is Neil L. Johnson. I own and operate a chain of elevators in the Prairie Dog Valley.

I know that there is a great need for a stabilization of crops. Some years we grow no wheat, some no milo or corn, some little to no hay. A reliable source of each should be available in the valley so that we would not need to truck in hay or feed in the years when the dryland farms raise no crops.

We have produced less than one-half of normal the past 3 years.

I know of the desire for economy this year, but to turn down this necessary dam at this time would be a false economy. I hope the committee will provide funds to start construction of Norton Dam this year.

Respectfully submitted.

NEIL L. JOHNSON, *Norton, Kans.*

APPROPRIATIONS COMMITTEE,
House of Representatives, Washington, D. C.:

Mr. Chairman and members of the committee, my name is W. Russell Garrett. I own and operate a plumbing, electric, heating, and air-conditioning business. It has afforded me an excellent opportunity to understand Norton's water problem.

I saw floodwaters cover our city disposal plant and lift station in 1953 doing irreparable damage and endangering the health of the city. Since then I have seen the city water supply steadily decrease in the face of continuous efforts to increase the output.

The city of Norton has very hard water and had to cancel a proposed water-softener plant because of the intermittent flow of Prairie Dog Creek. The Norton Dam will supply soft water for the city.

I too urge an immediate appropriation for Norton Dam.

Respectfully submitted.

W. RUSSELL GARRETT, *Norton, Kans.*

APPROPRIATIONS COMMITTEE,
House of Representatives, Washington, D. C.

Mr. Chairman and members of the committee, my name is Guy Allen. I am president of the Chamber of Commerce of Norton, Kans. Our chamber considers the immediate construction of the Norton Dam an absolute necessity.

The city has added 5 new wells in the past 2 years but I am advised by the city engineer that our wells are producing 800 gallons per minute less than last spring.

I own and operate Brooks Motel on United States Highway No. 36 in the north part of Norton. The motels, houses, and businesses have had a very trying problem the past few years. I have not operated my motel for the full past 3 years, and therefore, I would quote one of my competitors that in 1954 he was out of water on 5 occasions, in 1955 he was out of water on approximately 35 occasions, being out of water more times than with water for the months of July and August, and out of water on 8 to 10 occasions in 1956. On these occasions there was no water to drink, to flush the toilet, or take a shower and no pressure in the mains to fight a fire.

On behalf of the citizens, I earnestly urge a $1 million appropriation for fiscal year 1958 for Norton Dam.

Respectfully submitted.

GUY ALLEN, *Norton, Kans.*

Mr. SMITH. At this time I would also like to ask that my statement be filed in the record.

Mr. RABAUT. Without objection, it will be filed at this point in the record.

(The statement referred to follows:)

STATEMENT OF REPRESENTATIVE WINT SMITH, SIXTH DISTRICT, KANSAS

Mr. Chairman and gentlemen of the committee, let me take this means of thanking your committee for having provided adequate investigational funds, at my request 2 years ago, which permitted the Bureau of Reclamation to undertake a detailed study of the proposed Almena project, adjoining Norton, Kans. As a result, the Bureau is expected to be able to report the feasibility of this project within the next few days, inasmuch as the field studies have been completed.

We are all cognizant of the burning desire to achieve an economy in the field of Federal expenditures, and I have no doubt but that your committee is under great pressure to hold down total appropriations for fiscal 1958. There is another side to this picture, however. A multiple-purpose project on the Prairie Dog Creek, running between Kansas and Nebraska, was authorized in the 1944 Flood Control Act. The United States Corps of Engineers is authority for the report that eight times, since 1944, discharge at Norton exceeded flood stage of 18 feet. The last serious high water period, experienced in 1953, resulted in property damage totaling $2,282,285. The Engineer Corps has assigned flood benefits of $200,000 annually to this project. So, if by delaying construction, the Congress could save perhaps $1 million out of the 1958 budget, it would be doing so at the expense of my constituents who are perennially faced with this serious flood threat. I do not believe that this is true economy.

This particular project is approved by the Governor of Kansas, by the city officials of Norton, and by the business interests of that community. And the prospective water users, who would benefit from supplemental irrigation below the dam and reservoir also are preponderantly in favor of this project. It has a double value to that watershed, in that the city of Norton contemplates purchasing its municipal water supply from the reservoir, thus affording a secondary source of reimbursable funds toward the cost of construction.

While I have limited this statement to the desirability of getting construction started on the Almena project, in my district, I want to emphasize at this time the fact that the residents of the Republican River watershed in northwestern Kansas are just as eager as are the residents of eastern Colorado and southwestern Nebraska to see the basinwide development in the upper Republican River Valley brought to early conclusion. Year after year that area suffers great property loss, and frequently the loss of lives from spring floods, only to encounter dangerous scorching drought by summer and fall. Nothing can do as much to stabilize the agriculture and business throughout the area as can the taming of the Republican and its tributaries, and the utilization of waste waters for supplemental irrigation.

Mr. SMITH. With this brief preliminary statement, may I take this opportunity to introduce the witnesses who have traveled from northwest Kansas to Washington, D. C., to tell you more about this deserving project.

STATEMENT OF W. STEPHENSON

I would like to ask the committee to hear Mr. Stephenson from Norton who, I think, has one of the most factual statements that I have seen in several years of service in the committee and the House here on the necessity for this program. I commend this statement to the committee and after he has completed his statement, there is a lawyer present who would like to present his statement.

Mr. RABAUT. Mr. Stephenson, come up and take a chair.

Mr. STEPHENSON. Mr. Chairman and members of the committee, relative to this report in the upper Republican watershed projects in Nebraska, there is a little State line between us and the State of Nebraska.

First, I would like to say that I am vice president of the Republican Valley Conservation Assocation. I am chairman of the southwest watershed of the upper Republican River in northwest Kansas. I am a director of the Reclamation Association and chairman of the soil and water conservation committee of Norton and the Norton Chamber of Commerce.

With your permission, I would like to read just a few vital facts concerning the Prairie Dog Creek relative to flood damage.

The Prairie Dog Creek lies in northwest Kansas, a tributary of the Republican River, and flows into the Harlan County Reservoir just across the Nebraska State line. It drains an area of approximately 1,000 square miles. Most of the area is quite rolling. The runoff is rapid with a high silt content and produces excessive flooding of the middle and lower valley. This involves especially the towns of Jennings, Clayton, Oronoque, Dellvale, Norton, State sanatorium for tubercuosis, Almena, and Long Island.

The need for control of this stream has been apparent for many years. In 1944, the Geological Survey established a gaging station in Norton which is still operating to observe the stage, rate of discharge, and silt content of the water in the Prairie Dog. Prior to this time we had devastating floods in 1935 and 1941. Since 1944, this stream has exceeded flood stage of 18 feet 8 times in 9 years. In 1951 the damage to the county road system in bridges, culverts, and fills was $165,000 or more than $20 for every man, woman, and child in the county at the time. In the local flood of 1953, the highest on record (25.6 feet) our worst damage occurred. I want to dwell on this at more length.

At this time a complete survey of the flood damage was carried out by the Norton Chamber of Commerce with the assistance of the companies, agencies, and county farm agents involved. Certified copies of their reports are on file in the Norton Chamber of Commerce office.

The results of this survey are tabulated as follows:

Damage to land and crops:	
Decatur County	$500,000
Norton County	275,000
Sheridan County	250,000
Damage to Norton County roads and bridges	125,000
Damage to Norton production marketing	124,800
Damage to Burlington Railroad system	275,000

This loss caused the Burlington Railroad to abandon 20 miles of right-of-way in Norton County, thereby eliminating it from the tax rolls of the county.

The Rock Island Railroad fared even worse.

Their replacements, or replacement costs were $319,000; revenue loss, $120,000; detour costs, $17,388, while Norton suffered for over 10 days with no rail service.

Southwestern Bell Telephone costs were $11,000 to say nothing of the inconvenience to subscribers.

The Norton-Decatur Co-op Electric Co., service replacement to farm families figure was $30,000 and the revenue loss, $2,500. To the farm families this meant no lights, no power for appliances, no refrigeration, no domestic water, and food spoiling in many, many deep-freeze units. The State highway commission damage and repair costs were $195,000. The Kansas State Sanitorium for Tuberculosis, utilities, $500; property, $4,500.

Mr. RABAUT. Off the record.

(Discussion off the record.)

Mr. RABAUT. On the record.

Mr. STEPHENSON. The grand total damage in 1953 from this one little Prairie Dog alone was one-fourth of the total cost of the dam which we are asking to be built. The sum total of it is $2,282,285.85. The drought of the thirties, the floods of the forties, and the droughts of the fifties, have decreased our population from 12,000 in 1932 to 8,861 in 1956.

That decrease cannot continue indefinitely and we are not interested in the production of so-called surpluses in the Prairie Dog Valley. Our agriculture is diversified and when we have to run to Washington for drought relief, we get it in the form of feed, which, if this Prairie Dog project or problem were under control, we could produce on our own.

The good Lord has been good to us out there and we have plenty of water. We have wonderful soil and we have wonderful people and if we are to enjoy these blessings, we must do our part and that means to control this stream.

In the interest of a true county, State, and national economy, you cannot afford to not recognize this request.

I thank you.

Mr. RABAUT. File your statement with the reporter.

(The statements referred to follow:)

REPORT OF FLOOD DAMAGE ON THE PRAIRIE DOG CREEK SINCE 1944

The Prairie Dog Creek lies in northwest Kansas, a tributary of the Republican River, and flows into the Harlan County Reservoir just across the Nebraska State line. It drains an area of approximately 1,000 square miles. Most of the area is quite rolling. The runoff is rapid with a high silt content and produces excessive flooding of the middle and lower valley. This involves especially the towns of Jennings, Clayton, Oronoque, Dellvale, Norton, State Sanatorium for Tuberculosis, Almena, and Long Island.

The need for control of this stream has been apparent for many years. In 1944 the Geological Survey established a gaging station in Norton which is still operating, to observe the stage, rate of discharge and silt content of the water in the Prairie Dog.

Prior to this time we had devastating floods in 1935 and 1941. Since 1944 this stream has exceeded flood stage (18 feet) 8 times in 9 years.

In 1951 the damage to the county road system in bridges, culverts, and fills was $165,000, or more than $20 for every man, woman, and child in the county at the time.

In the local flood of 1953, the highest on record (25.6) feet) our worst damage occurred. I want to dwell upon this at more length.

At this time a complete survey of the flood damage was carried out by the Norton Chamber of Commerce with the assistance of the companies, agencies, and county farm agents involved. Certified copies of their reports are on file in the Norton Chamber of Commerce office.

The results of this survey are tabulated as follows:

Damage to land and crops:	
Decatur County	$500,000
Norton County	275,000
Sheridan County	250,000
Damage to Norton County roads and bridges	125,000
Damage to Norton production-marketing	124,800
Damage to Burlington Railroad system	275,000

This loss caused the Burlington Railroad to abandon 20 miles of right of way in Norton County, thereby eliminating it from the tax rolls of the county.

The Rock Island Railroad fared even worse.

Replacement costs	$319,000
Revenue loss	120,000
Detour costs	17,388

While Norton suffered for over 10 days with no rail service.

Southwestern Bell Telephone costs, $11,000, to say nothing of the inconvenience to subscribers.

The Norton-Decatur Co-op Electric Co.:	
Service replacement to farm families	$30,000
Revenue loss	2,500

To the farm families this meant no lights, no power for the appliances, no refrigeration, no domestic water, and food spoiling in many, many deepfreeze units.

The State Highway Commission: Damage and repair costs	$195,000
Kansas State Sanatorium for Tuburculosis:	
Utilities	$500
Property	4,500
The city of Norton:	
Disposal plan	$3,710.00
Streets	51.20
City park	17,725.65
Unrepaired damage	8,000.00
Powerplant	3,111.00

We have in Norton a million dollar powerplant supplying the city of Norton, REA and the State sanatorium with electricity.

Had it not been for the help of the Army engineers from Republican City, Nebr., in sandbagging our powerplant the damage would have been much greater.

Saying nothing about a power failure which deprives a city of our size of power, lights, water, and sewage. Not a pleasant thought.

This gives us a grand total of $2,282,285.85, which is about one-fourth of the total cost of the project. And further, due to the drought of the 1930's, the flood of the 1940's, and the drought of the 1950's, the population of Norton County has dropped from over 12,000 in 1932 to 8,861 in 1956. (Certified figures of the county clerk's office.)

Even the development of 125 producing oil wells in the county has not halted the population decline. This condition cannot continue indefinitely. It affects the national economy as well as the local economy. We had much rather increase our tax base to its highest plane than to be running to Washington every few years for drought relief.

We are not interested in the production of so-called surpluses. Our agriculture is diversified.

The storage of floodwater and its utilization is a must. We cannot invite industry into our community without a plentiful supply of water.

The people are clamoring for this development for they have realized the need of it for years.

The good Lord in His infinite wisdom has blessed us with good people, good soil, and ample water. If we and the Nation are to utilize these blessings to the fullest extent we must do our part.

Gentlemen, in the interest of true county, State and national economy, you cannot afford not to grant our request.

W. STEPHENSON,

Chairman, Chamber of Commerce Water and Soil Conservation; Chairman, S. R. Watershed; Director, Kansas Reclamation Association; Vice President, Republican Valley Conservation Association of Nebraska.

Flood loss report as compiled by the Norton Chamber of Commerce

Rock Island RR.:	
Replacement cost	$319,000.00
Revenue loss	120,000.00
Detour costs	17,388.00
Total	456,388.00
City of Norton:	
Disposal plant	3,710.00
Powerplant	3,111.00
Street	51.20
Park	17,725.65
Yet to complete	8,000.00
Total	32,597.85
Loss to State sanatorium:	
Loss to utilities	500.00
Property damage	4,500.00
Total	5,000.00
State highway commission: Damage and repair costs	195,000.00
Norton-Decatur Cooperative Electric:	
Replacement costs	30,000.00
Loss of revenue	2,500.00
Total	32,500.00
Southwestern Bell Telephone: Replacement costs plus inconvenience to customers	11,000.00
Burlington RR.: Damage	275,000.00
Damage to lands in Decatur County	500,000.00
Damage to lands in Norton County	275,000.00
Damage to farmers in Jennings area	250,000.00
Damage to Norton County bridges, roads	125,000.00
Norton County Production-Marketing Association	124,800.00
Grand total	2,282,285.85

The original certified copy of this estimate is on file at the Norton Chamber of Commerce office.

THE STORY OF THE NORTON-ALMENA PROJECT IN NORTON COUNTY, KANS.

The Prairie Dog Basin on which the proposed Norton-Almena project is located lies in northwest Kansas and concerns the towns of Long Island, Almena, Calvert, State Sanatorium for Tuberculosis, Norton, Dellvale, Clayton, Jennings, and Dresden. Its area is approximately 1,000 square miles. Its waters and silt drain into the Harlan County Reservoir in Nebraska.

Records of stage and discharge of Prairie Dog Creek at Norton show that since 1944, the flood stage (18 feet) has been exceeded 8 times. Serious flooding was experienced in the upper basin in 1944, in 1951, and in 1953, in the middle and lower basin. In May 1953 the highest stage recorded was 25.6. This information was obtained through the rainfall and stage reporting stations along the Prairie Dog through the cooperative efforts of the United States Weather Bureau, Geological Survey, United States Army engineers, and the Bureau of Reclamation.

Prairie Dog Basin is located in an area in which the annual rainfall is not sufficient for maximum crop production without irrigation. However, storms and cloudbursts frequently result in severe floods and terrific damage throughout the entire area. At present the area is in the throes of a severe drought and this city has a severe municipal and domestic water shortage. The construction of this project would eliminate the flood damage and assure us an adequate water supply at all times, which is essential for progress.

Further, this project is one of the original projects of the Pick-Sloan plan and was authorized by the Congress in 1944.

In the development of the Republican Valley watershed, its southern tributaries in Kansas have received no consideration due to the resolutions of our State legislature of 1949, 1951, and 1953, which were critical of the Federal agencies and their work.

This attitude on the part of the Kansas Legislature was completely changed in 1955 and that year it sent a resolution to Congress approving the plans and work of the Army engineers, the Bureau of Reclamation, and the Soil Conservation Service. It is hoped that this resolution will bear fruit in the immediate future for Kansas.

In addition, there are 11 northwest Kansas counties with a total population of over 62,000 people who have no available State or Federal lakes for fishing, hunting, boating, etc. The recreational benefits alone for this area would justify the construction of this project.

In the year 1951, the flood damage to Norton County highways, fills, and bridges, according to the county engineer, was $165,000, or over $20 for every man, woman, and child in the county. In May of 1953 was the largest flood. Total damages that year from Jennings to Long Island was the staggering figure of $2,282,285.85. This was determined by the Norton Chamber of Commerce and a certified copy of the original estimates is on file at the chamber of commerce office. A breakdown of these figures is in the files of the Bureau of Reclamation, the Army engineers, and the Kansas delegation in Washington. The same flood deposited over 125,000 cubic yards of silt in the Harlan Reservoir.

In addition, the State highway department is spending a total of $871,994 to make Highways 36 and 383 safe from the Prairie Dog floods.

Many petitions, requests, and information have been sent to our delegation in Washington since 1941 and should be a part of their files requesting the investigation and construction of this project.

In 1953, flood damaged the Burlington Railroad so that 20 miles of their track was abandoned, thus depriving Norton County of its share of the tax income from the same. It also will not have to be relocated when the construction of this project is undertaken, thereby lessening the cost of the project.

In conclusion, the Republican Valley project will never be complete until the Prairie Dog is brought under control. The need for construction of this project and the economic feasibility have been apparent for many years.

Feasibility of this project rests upon:

1. Flood control.
2. Irrigation water for 5,500 acres.
3. Domestic water supply for Norton.
4. Protection for our highways, railroads, and property.
5. Providing needed recreational facilities for 11 counties, or 62,000 people.

Sincerely,

W. STEPHENSON,

Narrator; Vice President, Republican Valley Conservation Service; Director, Kansas Reclamation Association; District Chairman, Kansas Watershed Association of Kansas Republican River Tributaries.

Flood loss report as compiled by the Norton Chamber of Commerce

Rock Island RR.:	
Replacement cost	$319,000.00
Revenue loss	120,000.00
Detour costs	17,388.00
Total	456,388.00
City of Norton:	
Disposal plant	3,710.00
Powerplant	3,111.00
Street	51.20
Park	17,725.65
Yet to complete	8,000.00
Total	32,597.85

Loss to State sanatorium:	
Loss to utilities	$500.00
Property damage	4,500.00
Total	5,000.00
State highway commission: Damage and repair costs	195,000.00
Norton-Decatur Cooperative Electric:	
Replacement costs	30,000.00
Loss of revenue	2,500.00
Total	32,500.00
Southwestern Bell Telephone: Replacement costs plus inconvenience to customers	11,000.00
Burlington RR.: Damage	275,000.00
Damage to lands in Decatur County	500,000.00
Damage to lands in Norton County	275,000.00
Damage to farmers in Jennings area	250,000.00
Damage to Norton County bridges, roads	125,000.00
Norton County Production-Marketing Association	124,800.00
Grand total	2,282,285.85

The original certified copy of this estimate is on file at the Norton Chamber of Commerce office.

Mr. RABAUT. Mr. Smith, who is your next witness?

Mr. SMITH. Mr. Sebelius.

STATEMENT OF KEITH G. SEBELIUS

Mr. SEBELIUS. I have a prepared statement, Mr. Chairman.

Mr. RABAUT. Do you want to file that for the record?

Mr. SEBELIUS. I will be glad to.

(The statement referred to follows:)

WASHINGTON, D. C., *May 21, 1957.*

APPROPRIATIONS COMMITTEE,
HOUSE OF REPRESENTATIVES,
Washington, D. C.

Mr. CHAIRMAN AND GENTLEMEN OF THE COMMITTEE: My name is Keith G. Sebelius. I am city attorney for the city of Norton and attorney for Almena Irrigation District No. 5, for which the formal formation hearing was held before the chief engineer of the Division of Water Resources of the State of Kansas on May 9, 1957, in Topeka, Kans. I am appearing to request an appropriation to commence the Norton Dam, which will supply the water for Almena Irrigation District No. 5 and the municipal water supply for the city of Norton, which has a population of 3,500.

This dam was authorized in 1944, and the need for the same was never greater than today. The city of Norton had its first experience with a critical and serious water shortage in 1954. That year the city gained national notoriety by not having enough water to fill its new swimming pool. The water restrictions in the past 3 years are as follows:

In 1954, from July 21 to September 30, no outside watering for even-numbered residents on even-numbered days and the same for odd-numbered residents and days, with no water for anyone from 5 p. m. to 6 a. m.

In 1955, from July 13 to September 1, no outside watering except from 6 a. m. 10 p. m.

In 1956, from July 12 to September 15, no outside watering from 5 p. m. to 10 p. m.

In 1955, the city passed an ordinance that prohibited water-cooled air conditioners that do not have a recirculating system.

From 1954 to May 1, 1957, the city has drilled 5 new wells and reconditioned all old wells. Today we have 13 wells, and 12 of them have pumps and are in operation. The water level has dropped an average of 15 feet in our wells in the past 3 years, with an average drop from May 1, 1956, to May 1, 1957, of 55 feet. On May 1, 1956, our wells were producing a maximum of 2,100 gallons per minute, and, in a test on May 1, 1957, the best we could get was 1,300 gallons per minute. We issued $40,000 in emergency bonds last spring to provide more wells, but they have not answered our problem because of the lowering water table. Right now the city is negotiating to buy an old abandoned swimming pool to store extra water that can be used in an emergency for fire protection because, on many occasions during the past 3 years, the city had no water pressure, hence no water, for the north half of the town that is located on higher ground.

The water problem is so precarious and acute that we are here asking the Congress for an appropriation to start this dam this year. The city of Norton proposes to enter into a contract with the Bureau of Reclamation to purchase water from the reservoir in an amount sufficient to meet long-term, projected needs. We have a resolution of the city of Norton stating their willingness to sign a contract immediately. The city did, on February 13, 1957, file its petition with the chief engineer of the Division of Water Resources of the State of Kansas, to appropriate from the waters of the dam 1,600 acre-feet per year, and submitted its plan to build its own pipeline from the dam to the city waterworks, a distance of approximately 2½ miles.

The Norton Dam and Almena project is multipurpose. It will also provide flood control, recreation, and over 5,000 acres for irrigation. Last January a substantial majority of the landowners in the proposed Almena Irrigation District signed a petition to form a district. The hearing on that petition was held in Topeka, Kans., on May 9, 1957. In a few weeks it will be fully organized and ready to sign a repayment contract. Five employees of the Bureau of Reclamation testified at that hearing on behalf of the formation of the district and now their testimony is a matter of public record. Also, I have been advised that the definite plan report is now in Washington.

Gentlemen, I have watched the big hay trucks hauling hay to the Southwest and into our own area and I have watched those same trucks hauling cattle east because of the shortage of feed. The irrigation provided in this project will have a stabilizing effect on this area. It will also stabilize the farm economy and operation of many upland farmers who are at the present time negotiating to buy or long-term lease 20 to 40 acres of land in the district to insure them hay and feed crops for their livestock in the dry years. Also the presence of this irrigated area will insure the retention of our breeding herds when drought years again wipe out our feed crops on dryland farms.

In conclusion, Mr. Chairman, I would like to say that I went to law school here in Washington, D. C., and lived away from western Kansas for over 10 years, but after I came out of service I returned to those windswept rolling prairies to make my home and my living, as many others did. We would like to stay there. It is imperative to the city of Norton and the lands in and adjacent to the Prairie Dog Valley that the Norton Dam be commenced without further delay. Our appropriation request is for a fully investigated and feasible project. The need is great and an appropriation this year will save 1 full year in the fight to lick our problem. We need your help.

Mr. RABAUT. Do you have any other papers that you want to file?

Mr. SEBELIUS. I have four resolutions from the city of Norton, the Almena Chamber of Commerce, the Rotary Club of Norton, and the Lions Club of Norton.

Mr. RABAUT. Without objection, these statements will be placed in the record at this point.

Your statement has already been made a part of the record.

(The resolutions referred to follow:)

CITY OF NORTON, KANS., RESOLUTION

Whereas the city of Norton, Norton County, Kans., is situated on Prairie Dog Creek and has a large investment in a city park, sewage-disposal plant, fairgrounds, football stadium, waterworks, and powerplant located in the first and second bottoms of the creek that are subject to floodwaters which have caused great damage in the past; and

Whereas all city water is obtained from wells in the Prairie Dog Valley and the water table in all of them has dropped alarmingly the past 3 years due to drought and increased irrigation pumping, both from the creek and from wells, and such irrigation wells are increasing in numbers all over western Kansas; and

Whereas such conditions have caused a chronic water shortage, which has caused the city to legislate against air conditioners and other water-consuming devices and to ration water the past three summers, which shortage is endangering the health and fire protection of the city; and

Whereas the city canceled plans for a water-softening plant because the reduced flow of the creek does not guaranteed the city adequate water to carry away the brine from the plant; and

Whereas additional wells have been drilled each of the last 3 years and emergency bonds have been issued to pay for the same, but the water supply continues to decrease; and

Whereas the recharge of subsurface water in a normal year in western Kansas is one-fourth of an inch, and one 1,000-gallon-per-minute irrigation well will take all of the recharge from under 640 acres of land in a day; and such being the case, it is only a matter of time until the municipal water supply of all cities in western Kansas will be in jeopardy; and

Whereas the Norton Dam and Almena project were authorized in 1944, and the Bureau of Reclamation has completed its investigation and proposes that the city of Norton enter into a contract to purchase water from the proposed dam in an amount sufficient to meet long-term projected needs and pay a proposed water charge equivalent to the cost of securing an alternative water supply of comparable quality; which the city is ready to do and contract for the same: Now, therefore, be it

Resolved by the governing body of the city of Norton, Kans., at its meeting on May 7, 1957, That they go on record as favoring the immediate construction of the Norton Dam, and that the city attorney present a copy of this resolution to the chairmen of the Committees on Appropriations for the House of Representatives and for the United States Senate.

Approved and adopted this 7th day of May 1957.

Attest:

L. J. MOREHEAD, *Mayor.*

[SEAL]

HENRIETTA V. WILLTROUT,
City Clerk.

ALMENA CHAMBER OF COMMERCE RESOLUTION

Whereas the city of Almena, Kans., is located in the Prairie Dog Valley with Prairie Dog Creek running through the city limits with the Rock Island Railroad Station, the city water wells and water tower on the South Side and the larger portion of the city on the North Side, with periodic floods dividing the two; and

Whereas the Norton Dam, which was authorized by Congress in 1944, would provide flood protection for the city and neighboring farmland; and

Whereas Almena Irrigation District No. 5 contained land in the valley on both sides of the city, which when in operation will provide hay and feed grain in the years when dryland farming produces no crops for the area, and thereby stabilize the economy of our little farming community: Now, therefore, be it

Resolved by the Almena Chamber of Commerce at their monthly meeting this 13th day of May 1957, That a supplemental appropriation in the amount of $1 million be sought from the Congress of the United States to commence the construction of the Norton Dam, and that a copy of this resolution be presented to the Committees on Appropriations for the House of Representatives and the United States Senate, and to Hon. Andrew F. Schoeppel, Hon. Frank Carlson, and Hon. Wint Smith.

Almena, Kans., May 13, 1957.

ROLLIN HAWKS.
President.

RAY KENT.
Secretary.

RESOLUTION

Wheras in 1944 the Congress authorized the Norton Dam and Almena project as part of the Pick-Sloan plan, and final investigation has now been completed; and

Whereas construction should not be delayed another year because of the great need for water for the city of Norton, which is increasing rather than decreasing as additional wells have been drilled and old ones cleaned and treated; and

Whereas Prairie Dog Creek has and will continue to cause millions of dollars damage to the valley with its periodic unchecked floods; and

Whereas the project is feasible and an irrigation district hearing has been held and will soon be able to contract with the Bureau of Reclamation for a repayment contract; and

Whereas such irrigation will have a stabilizing effect upon the agriculture and economy of the community: Now, therefore, be it

Resolved by the Rotary Club of Norton, Kans., this 13th day of May 1957, That the Congress be requested to assist in meeting this emergency by appropriating $1 million for fiscal year 1958, to commence the construction of Norton Dam, and that a copy of this resolution be presented to the Appropriations Committees of the House of Representatives and the United States Senate, and the Senators from the State of Kansas, and the Congressman from this district.

Passed this 13th day of May 1957.

ROY BANKS, *President.*
Judge R. W. HEMPHILL, *Secretary.*

RESOLUTION

Whereas Prairie Dog Creek has caused millions of dollars of flood damage in the past few years and poses as a constant threat to the water, light, and sewerage facilities of the city of Norton, Kans.; and

Whereas all of Norton's water wells are located near said creek, and the flow of the creek in dry weather and the water table of the land adjacent thereto has been lowered and become so deficient that the City of Norton faces a chronic water shortage in the future as it has the past summers when the city was almost without water on many occasions; and

Whereas there has been authorized by the Congress, as a part of the Pick-Sloan plan, a dam known as the Norton Dam in the Almena project for irrigation, to be constructed by the Bureau of Reclamation of the Department of the Interior; and

Whereas there is an immediate need for the construction of the same, not only for irrigation but for flood control and for protection of the water supply of the city of Norton, the State sanatorium of tuberculosis, and the cities of Almena and Long Island: Now, therefore, be it

Resolved by the Lions Club of Norton, Kans., in regular meeting this 7th day of May 1957, That said construction be requested for the next fiscal year, and that a copy of this resolution be sent to the Honorable Clarence Cannon, chairman, Committee on Appropriations, House of Representatives, Washington, D. C., and the Honorable Carl Hayden, chairman, Appropriations Committe, United States Senate, and the Honorable Andrew F. Schoeppel, United States Senator from Kansas, the Honorable Frank Carlson, United States Senator from Kansas, and the Honorable Wint Smith, Member of Congress from the Sixth District of Kansas.

Passed this 7th day of May 1957.

DALE BRUNSON, *President.*

Attest:

Dr. REX KEENER, *Secretary.*

Mr. SEBELIUS. I would like to make just one remark as the city attorney. The city of Norton has passed a resolution committing itself to municipal water, 1,600 acre-feet per year in this project, and we are ready to subscribe and sign a contract with the Bureau at the present time. We have a very critical municipal water shortage because 13 wells have dropped 15 feet and we would like to solve that problem.

Mr. RABAUT. Thank you, Mr. Sebelius.

Mr. Smith do you have any other witnesses?

Mr. SMITH. That is all.

Mr. RABAUT. Thank you, Mr. Smith and gentlemen.

STATEMENT OF SENATOR CARL T. CURTIS ON RED WILLOW DAM

Mr. RABAUT. The committee is in receipt of a statement from Senator Curtis, which will be made a part of the record at this point.

(The statement follows:)

Mr. Chairman, for many years I have been appearing before this committee in behalf of the Republican Valley development program in Nebraska. This is a program of flood protection and irrigation. One of my reasons for making this statement is to express my personal gratitude and the gratitude of the thousands of people throughout southwest Nebraska for the consideration and help that this committee has given to the area. Your records are replete with evidence over many years of the terrible floods that have been suffered in the Republican Valley. The largest flood took about 110 lives. The Congress has responded to this need, and a number of important structures have been completed which bring complete flood protection to several of the key areas in the valley. We wish to express our thanks for this.

This particular area of the country also suffers from droughts and, even in normal years we need additional water. Irrigation is needed. It is successful in that area. Considerable irrigation development has likewise been provided by the Congress.

I wish to speak at this time concerning the unfinished work on the Frenchman-Cambridge district, which is an important part of our Republican River program. The Red Willow Dam is urgently needed, not only to meet a very grave general flood problem, but it is needed to protect the investments of this district and of the Government in the irrigation works of the Frenchman-Cambridge district. This Red Willow structure is a small one. Compared to most flood-control dams its cost is relatively low. It is not a separate project, but it is an integral and urgently needed part of the Frenchman-Cambridge district.

The Red Willow Dam was authorized to be built by the Army engineers by an act of 1944. Subsequently it developed that all interests would be better served if it was built by the Bureau of Reclamation. In the last Congress an act was passed transferring the jurisdiction of this dam to the Bureau of Reclamation. Inasmuch as the Bureau expects to be in position to bring in a finding of feasibility shortly, we are respectfully urging the allocation of initial construction funds at the earliest possible date, preferably in the 1958 fiscal year. Until the project is built the main body of irrigated land in Frenchman-Cambridge Irrigation District will continue to be directly in the path of floods which frequently occur on that stream.

LETTER OF SENATOR ROMAN L. HRUSKA

Mr. RABAUT. Senator Hruska has sent the committee a letter, which will also be made a part of the record at this point.

(The letter follows:)

UNITED STATES SENATE,
COMMITTEE ON THE JUDICIARY,
May 20, 1957.

Hon. CLARENCE CANNON,
Chairman, House Appropriations Committee,
Washington, D. C.

DEAR CONGRESSMAN CANNON: Senator Curtis has submitted a statement to the Public Works Subcommittee concerning the Red Willow-Frenchman Cambridge project under the overall Republican Valley development program.

I want to associate myself with the views expressed by Senator Curtis, and urge favorable consideration by the committee of this project.

Sincerely yours,

ROMAN L. HRUSKA,
United States, Senator, Nebraska.

Norton-Almena Project

Mr. Rabaut. The committee is in receipt of a statement by Senator Frank Carlson, Kansas, regarding the Norton-Almena project, which will be inserted in the record at this point.

(The statement is as follows:)

Statement by Senator Frank Carlson

Mr. Chairman, I appreciate the courtesy of the committee in permitting me to present my statement in behalf of the Norton-Almena project.

This project concerns the towns of Long Island, Alemna, Calvert, State Sanitorium for Tuberculosis, Norton, Dellvale, Clayton, Jennings, and Dresden.

The future growth and economy of this entire area of some 1,000 square miles will depend upon the storage and beneficial use we can put the water in this area.

We have had intermittent floods and droughts throughout the years. This project is one of the original projects of the Pick-Sloan plan and was authorized by Congress in 1944.

The Kansas Legislature in 1955 memorialized Congress to take a positive action in completing this program.

I would recommend that the committee give serious consideration to the advancement of a substantial sum to start construction this year. In my opinion it is a most worthwhile and solid investment for the future of this entire northwest area of Kansas.

I fully appreciate the problems of your committee in view of the drastic demands for a cut in the Federal budget but I do assure the committee I do believe that projects of this type are capital investments. They are investments that pay big dividends in the growth and well-being of our entire economy.

Wilson Dam

Mr. Rabaut. Also we have a statement from Representative Wint Smith concerning Wilson Dam which will be inserted at this point.

(The statement follows:)

Statement of Representative Wint Smith

Mr. Chairman, the President's budget for fiscal 1958 contains a recommended appropriation of $50,000 for advance engineering and design under the category of flood control, civil functions, Corps of Army Engineers.

This project located in Russell County in my congressional district was authorized by Congress in 1944, primarily as a dual-purpose project with irrigation as a principal feature. The Bureau of Reclamation originally had primary interest in this project, but last year Congress transferred by legislation, the responsibility for its construction to the Corps of Engineers.

Transfer of this responsibility was made due largely to a change in flood-control requirements downstream resulting from the devastating floods of 1951. Since that time it has been estimated that an additional flood-storage requirement of approximately 200,000 acre-feet is required to adequately carry out the flood-control needs in the downstream areas.

I have been informed that objectives for irrigation will be maintained under the supervision of the Bureau of Reclamation.

The subnormal amount of rainfall over the past several years, in Kansas and neighboring States, has demonstrated the critical need for conserving as much as possible the runoff water during periods of abundant rainfall. Provision for a large conservation pool is included in this project.

Such storage is important not only for the irrigation benefits derived, but equally important from the standpoint of providing water for municipalities, and restoring badly diminishing surface-water supplies.

I urge the committee to act favorably on this appropriation.

TUESDAY, MAY 21, 1956.

WITNESSES

MICHAEL MURRAY, ATTORNEY, LITTLE SIOUX INTERCOUNTY DRAINAGE DISTRICT

A. L. THOMAS, ENGINEER, LITTLE SIOUX INTERCOUNTY DRAINAGE DISTRICT

Mr. RABAUT. Mr. Murray and Mr. Thomas, you are going to testify for the Little Sioux; are you not?

Mr. JENSEN. Mr. Chairman, it is a pleasure for me to have my good friends from Harrison and Monona Counties here before the committee. They are here in the interest of supporting the amount that is in the budget for the Little Sioux project, $2 million. The Little Sioux project is a flood-control project for which this is the second appropriation for construction. It covers an area of something in the neighborhood of 120,000 acres which has suffered a devastating flood about every other year covering that entire area. It was devastating and it has almost bankrupted a number of the farmers in that area. So, we are very happy that the Congress has seen fit to help us out and to appropriate the money necessary to relieve that terrible situation.

I am first going to introduce Mr. Mike Murray, one of the attorneys for the Little Sioux project. He, in turn, will introduce the other gentlemen. Mr. Thomas will speak and possibly one other person. The Chairman has said that the folks who take the least time generally receive sympathetic consideration and are the most appreciated. So Mr. Chairman, that being the case, I know these gentlemen will stay within the 10 minutes. I will sit down now and hope that we get the full $2 million in the budget which can and will be judiciously expended for the good of many good Americans.

Mr. MURRAY. Mr. Chairman and members of the committee, over on the Senate side this morning we had 15 minutes and we managed to get through in about 5. I hope we can do as well this afternoon.

I would like to introduce some folks from out our way.

Mr. Ernest Delashmand, chairman of the joint board of the Little Sioux Intercounty Drainage District; Mr. Ray Swain, member of the joint board, Little Sioux Intercounty Drainage District; Mr. Francis Kafton, member of the joint board, Little Sioux Intercounty Drainage District; Mr. Sewell Allen, one of the attorneys for the joint board, and Mr. Jake More, another attorney for the joint board.

Mr. JENSEN. Mr. More is the State Democratic chairman of our great State and a fine gentleman.

Mr. MURRAY. As I said, we do not want to take any more of your time than necessary and for that reason those of us who are here wish to submit a joint, written statement which we would like to file.

Mr. RABAUT. Without objection, it will be placed in the record.
(The statement referred to follows:)

To House Appropriations Committee,
Subcommittee on Public Works,
Washington, D. C.

GENTLEMEN: History tells us that disastrous floods in the vicinity of the Little Sioux River in western Iowa have been a regular occurrence for many, many years. The original Federal action to combat these disasters was in the Little Sioux Flood Control Act of 1936. Subsequently, almost every Congress has taken some action concerning the problem. Federal agencies involved are: The Department of Agriculture, the Agriculture Adjustment Administration, the Farm Security Administration, the Civilian Conservation Corps, the Soil Conservation Service, and the United States Army Corps of Engineers. Agencies involved at the State level are: The Agriculture Experiment Station, the Extension Service, and the Iowa Natural Resources Council. The local agency specifically created to deal with the problem in cooperation with all other agencies is the Little Sioux Intercounty Drainage District, the legal representative of the owners and occupants of approximately 100,000 acres of land in the area. The undersigned are members of the governing board of said drainage district, and other representatives of said district and of the owners and occupants of land therein.

The Little Sioux River rises in southwestern Minnesota and flows in a southwesterly direction to enter the Missouri River about halfway between Sioux City and Council Bluffs, Iowa. The entire watershed contains 2,881,280 acres of land, or 4,502 square miles. The long narrow basin extends about 135 miles northeast of its confluence of the litle Sioux River, with the Missouri River at River Sioux, Iowa, and has a maximum width of 50 miles, at a point about 50 miles above its mouth. The population of the watershed is 125,000, with the average of 28 per square mile.

The upper third of the watershed lies in a glaciated region and contains a considerable number of lakes. Wind-blown material, or loess, has covered the lower part of the watershed, producing soils of exceptional productivity. The topography of the loess-covered area varies from gently rolling throughout the central portion of the basin to precipitous in the bluffs bordering the Missouri River alluvial plain. Practically all of the watershed is in farms and about one-half of the land is used for the production of corn and small grain.

Floods originating in the loess-covered portion of the Little Sioux watershed have been responsible for damages considerably in excess of one-half million dollars each year. In the main these damages are the result of (*a*) discharge of floodwaters and sediment upon the rich alluvial plain bordering the Missouri River; (*b*) flood overflows along all upland streams; and (*c*) the rapid growth of trench type gullies of great depth. In addition, floods have removed large quantities of fertile topsoil from the upland farms, thus bringing about the gradual deterioration of an irreplaceable natural resource.

One of the most troublesome factors in the drainage of the Little Sioux Basin lies in the fact that there is considerable variation in the stream channel gradients of the main stem and the tributary streams. The gradient, or fall, of the upper reaches and of the tributaries averages approximately 7 feet per mile. The gradient of the Little Sioux River from the point where it enters the Missouri River flood plain to its confluence with the Missouri River is approximately 1 foot per mile. This abrupt change in gradient causes large quantities of silt to be deposited in the lower reaches whenever flooding occurs.

Mixed livestock and hog farming predominates in the watershed. However, cash-grain farms, cattle- or sheep-breeding farms, and cattle-raising farms are found throughout the watershed. Grain is sold from two-thirds of the farms, but brings in only about one-sixth of the total income. The farms vary in size from 80 acres to 1,200 acres. The average farm contains approximately 240 acres of land.

The Little Sioux and its tributaries discharge large amounts of water upon the alluvial plain of the Missouri River. To enable this area of rich soil to be farmed, there have been formed 8 major drainage districts in the Missouri River alluvial plain area and 30 or more minor districts maintaining lateral drainage ditches. The floodwaters discharged into these ditches by the Little Sioux and its

tributaries frequently break out and inundate large areas of cropland. Moreover, the large quantities of sediment brought down from the eroding uplands fill the ditches and must be removed at great expense to the drainage districts. More than one-fourth of all the damages attributable to floods originating on the Little Sioux watershed are experienced on this alluvial bottom.

Floods regularly inundate the rich bottom land along the main watercourses of the upland area causing much damage to crops and pastures. Such losses are particularly high along the lower 25 miles of the Little Sioux itself where they average about $2,300 per square mile of valley every year, making an average yearly damage of $3.60 per acre.

In the lower portion of the basin, trench type gullies of great depth are advancing into upland farms, forcing the abandonment of large areas of productive land and making necessary the construction and maintenance of numerous bridges. These gullies are developed by flood runoff from areas ranging in size from 1 to 10 square miles and thus the owners of the farms first damaged have no control over the lands on which the runoff originates. Once such a gully is well started, it becomes impossible for the individual landowners to check its progress, and public action is required to avoid the eventual loss of the entire contributing area.

Throughout the area surveyed, frequent floods are experienced in small watercourses. In the aggregate the damage caused by these floods is surprisingly high.

Erosion of the productive surface soil from the upland farms causes twofold damage. First, the productivity of the upland farms is irreparably impaired. Second, the eroded materials are cast upon the lower lands so as to destroy the crops and improvements thereon. The annual cost of restoring the productivity of said lower lands has been tremendous.

Other unevaluated damages are:

1. Damage to wildlife along the Little Sioux River where fishing and hunting are important forms of recreation is unquestionably high. The major damage is due to the loss of fish and upland game birds resulting from floods and insufficient cover.

2. Interruption of traffic is a source of considerable loss. The detouring of traffic around silt- and debris-filled roads is not uncommon in the late spring and early summer in the lower section of the watershed.

3. Bridge destruction by major gullies as pointed out previously. The cost of building and maintaining bridges in areas attacked by major gully systems is extremely high.

4. Land destroyed by major gullies tends to depreciate the value of the land and when completely engulfed by the gully will destroy the entire value of the land.

5. Erosion damage aside from that caused by major gullies, reduces the productivity of the soil and thus does damage that might be expressed in monetary terms. However, erosion also destroys an irreplaceable natural resource, and no monetary value can be placed upon this loss. For this reason, no attempt was made to express erosion damage in terms of money.

Appropriations by the Congress in 1955 and 1956 in the total amount of $2,750,000 have enabled the Corps of Engineers to commence construction of an overall plan designed to prevent these damaging floods in future years. Construction is underway. The Corps of Engineers are capable of proceeding with construction as rapidly as further appropriations are made available to them. Previous construction and construction contracts now underway have brought the project almost to the point where tangible flood protection benefits will be gained. The appropriation of $2 million at this time, as recommended in the budget would enable construction to proceed without delay to the point where a measure of flood protection will be provided. Failure to appropriate said sum at this time would impair the orderly progress of the work now under way, and might require stoppage of the work before any substantial benefits would be realized.

In the early years of this 20th century, residents of the area created and constructed the Harrison-Monona drainage ditch for the purpose of preventing the flooding of their lands. This drainage ditch has proved inadequate. A part of the present overall plan for the basin was the improvement of said drainage ditch so that ultimately it will carry away approximately one-third of the flood waters. The improvement of this ditch has been accomplished wih funds heretofore appropriated, but instead of carrying away only one-third of the flood-

waters, as it was designed to do, the Harrison-Monona ditch is now still carrying all of the floodwaters. This situation will continue until the Little Sioux ditch, designed to carry away the remaining two-thirds of floodwaters, is activated. An appropriation of at least $2 million this year is necessary in order to activate the Little Sioux ditch. Until this is accomplished, the valuable improvements now made on the Harrison-Monona ditch will be in serious jeopardy due to being overtaxed.

People residing in this drainage area have furnished to the Government without cost, necessary right-of-way for the construction of this project. With this project only about one-eighth completed, it is imperative before any benefits, other than those derived from the Monona-Harrison outlet can be of any value, the project must be from 25 to 30 percent completed.

Right-of-way has been furnished by the drainage district from the Missouri River north and east to the Maple River, a distance of approximately 16 miles. When this portion is completed, residents of this area will receive much needed benefits. But until this portion is constructed, little or no value can be expected from this project.

The project for which we speak has as its ultimate goal, the reclamation and conservation of our most valuable natural resource, our land. We feel that past appropriations have been and future appropriations will be an investment many times returned to this and succeeding generations. Failure to make the investment now would only make the ultimate cost greater, so we therefore respectfully submit that the recommendation of President Eisenhower for the Little Sioux project should be adopted.

Respectfully submitted.

May 21, 1957.

ERNEST DELASHMUTT,
Chairman of Joint Board, Little Sioux Intercounty Drainage District.
RAY SWAIN,
Member of Joint Board, Little Sioux Intercounty Drainage District.
FRANCIS KAFTON,
Member of Joint Board, Little Sioux Intercounty Drainage District.
A. L. THOMAS,
Engineer, Little Sioux Intercounty Drainage District.
JOHN D. BEARDSLEY,
Attorney, Little Sioux Intercounty Drainage District.
SEWELL E. ALLEN,
Attorney, Little Sioux Intercounty Drainage District.
MICHAEL MURRAY,
Attorney, Little Sioux Intercounty Drainage District.

Mr. MURRAY. In addition to that statement, Mr. Chairman, I would like to say just one more thing. We thank you first for the opportunity to appear before you in behalf of this appropriation and we thank you also for past considerations. The amount in the President's budget for the Little Sioux this year is $2 million and we feel it is a crucial $2 million in the budget.

Mr. RABAUT. That will bring it within 26 or 28 percent of completion?

Mr. MURRAY. That is right, about a fourth of completion.

Mr. RABAUT. Thank you.

Mr. MURRAY. We have here an aerial mosaic of the project to show how far construction has gone, how much is under contract and how much is now planned. I would like to call the committee's attention to this fact: This point between the blue and the red is the dividing line. That area up to the red is under contract. You will note that there are very tributary streams coming into the Little Sioux up to this point.

This is the point where it starts to pick up tributary streams and, therefore, it is the point where the new Little Sioux ditch starts to do somebody some good. In order to get the construction to this point,

this $2 million appropriation which is in the budget, and which we hope will be passed this year, is a necessity. It seems to us that it would be just a crime to have this thing necessarily stopped just short of the point where it is going to do some good.

At this point, it will afford some flood protection and it will carry away some water and definitely benefit everyone. Definite benefits will be realized. We certainly hope that in your consideration, and in the consideration of this measure by the House——

Mr. RABAUT. You are justifying the budget?

Mr. MURRAY. When it gets to that point, the budget will do it.

Mr. RABAUT. All right. Who else do you have?

Mr. MURRAY. Mr. Thomas.

Mr. RABAUT. Mr. Thomas, we will be pleased to hear from you.

STATEMENT OF A. L. THOMAS

Mr. THOMAS. I can add little to what Mr. Murray said except that the District is now in a position to furnish everything necessary for this construction and all further construction for this entire project. When funds become available, we are ready within 30 minutes to go ahead with this project. We have had fine cooperation with all of you fellows and all of the Army engineers it is a just project and one of great merit to our territory.

Mr. RABAUT. I see here that you have $3,300,000 estimated participating funds.

Mr. JENSEN. Yes; local participation. Contributions from the people in the area who purchased all needed rights-of-way, and to build bridges, and so forth.

Mr. RABAUT. That is not dependent upon elections or anything else, is it?

Mr. THOMAS. No.

Mr. RABAUT. That has all been taken care of?

Mr. THOMAS. Yes.

Mr. RABAUT. You have a good statement right there.

Mr. THOMAS. Thank you.

Mr. RABAUT. Any other papers that you want to file to be placed in the record, please leave them here.

Mr. THOMAS. Thank you.

Mr. RABAUT. Thank you very much, gentlemen.

MISSOURI RIVER FROM KANSAS CITY TO SIOUX CITY, IOWA

Mr. JENSEN. Mr. Chairman, since no one has appeared before the committee in support of the budget request for funds for bank erosion control, levee construction and channelization of the Missouri River from Kansas City, Mo., to Sioux City, Iowa, I have been asked by interested people from that area to respectfully request of this committee that the full amount of the budget request be approved. I am sure it is not necessary for me to explain in detail the need for these funds, because every member of this committee is very familiar with the need for such construction and the great benefits which will accrue to people of the Missouri River Valley, which covers one-sixth of the land area of the United States.

TUESDAY, MAY 21, 1957.

WITNESS

HON. CLINTON P. ANDERSON, A UNITED STATES SENATOR FROM THE STATE OF NEW MEXICO

Mr. RABAUT. We are very glad to welcome you before the committee, Senator Anderson.

Senator ANDERSON. Thank you, Mr. Rabaut, and my other colleagues.

Mr. Chairman, may I later revise my remarks and extend them?

Mr. RABAUT. Yes.

Senator ANDERSON. Mr. Chairman, there are three phases of the upper Colorado River storage project with which New Mexico is greatly concerned, although my State is interested in the early and unified fulfillment of the reclamation and power potential of the upper Colorado River Basin as contemplated by this project.

The first phase in the project of direct interest to New Mexico is Navajo Dam for which Congress appropriated $800,000 to initiate construction in fiscal year 1957. This intent was made clear in the Public Works Appropriation Act for 1957.

The second point of concern to New Mexico relates to the Navaho irrigation project, one of the so-called participating units of the upper Colorado River storage project. It is my understanding that a supplemental report constituting a recommendation for this unit is pending before the Secretary of the Interior at this time.

The third phase of concern to New Mexico involves the San Juan-Chama diversion which has been accorded priority by the upper Colorado River storage project.

My reason for appearing before you today is to lay before the committee my thinking on these three phases of the upper basin development as they relate, not only to the whole basin development, but to their particular effects upon the economy of my State.

As a matter of general policy, it is my belief that construction of all phases of this project should be coordinated to the end that the project as a whole reaches completion in an orderly and unified way. On the other hand, it is my belief that planning and programing for this project should not proceed on a piecemeal basis.

NAVAJO DAM

For a plan to be successful it must have a point of beginning. Insofar as New Mexico is concerned, the point of beginning for the upper Colorado River storage project is Navajo Dam. This unit has been authorized. The remaining two phases have not. Money has been appropriated and spent on this project, and may I ask here, Mr. Chairman, that a status report showing Navajo Dam expenditures to May 1 be inserted in the record at this point.

Mr. RABAUT. Without objection.

(The material referred to follows:)

DEPARTMENT OF THE INTERIOR,
BUREAU OF RECLAMATION,
Washington, D. C., May 21, 1957.

Hon. CLINTON P. ANDERSON,
United States Senate,
Washington, D. C.

DEAR SENATOR ANDERSON: The following information regarding the status of the work on Navajo Dam of the Colorado River storage project is furnished in response to your request of May 17, 1957.

As of May 1, 1957, $250,553 had been expended although obligations totaling $350,807 had been entered into by the same date. Of the $800,000 available to the Navajo unit in fiscal year 1957 it is estimated that $45,000 will be unobligated at the end of the fiscal year.

Contracts currently in effect, the dates they were signed, their amounts, and the expenditures anticipated between May 1, 1957, and June 30, 1957, are shown in the following tabulation:

Description	Date signed	Current estimate of total value	Earnings to May 1, 1957	Scheduled earnings remainder fiscal year
Temporary housing units: Transa Homes Corp.	Aug. 1, 1956	$70,193		$70,193
Flying contract: Ryall Engineering Co.	Aug. 24, 1956	11,680		11,680
Equipment rental:				
Foutz & Bursum Construction Co.	Oct. 23, 1956	16,371	$14,741	1,630
Foutz & Bursum Construction Co.	Dec. 13, 1956	10,505	9,165	1,340
Foutz & Bursum Construction Co.	Mar. 11, 1957	10,000	1,350	8,650
Total		118,749	25,256	93,493

The flying contract is in connection with obtaining reservoir topography. The equipment rental contracts are in connection with investigations of borrow pits to locate a source of suitable material for construction of the dam.

In addition to the contracts now in force $370,000 is to be obligated for access roads to be constructed by the State of New Mexico and approximately $25,000 will be expended in connection with utilities for the temporary construction camp.

If any further information is desired please feel free to call on me.

Sincerely yours,

W. A. DEXHEIMER, *Commissioner.*

Senator ANDERSON. Last year, when appropriations for this unit were being discussed, I expressed the hope that it would be possible, on the basis of money then being appropriated, to award a contract for the construction of this dam by late fiscal year 1957. Now I understand that the Bureau of Reclamation contemplates waiting until late in fiscal year 1958 to award a contract. This plan contemplates issuing specifications and a call for bids about February 1958 with a contract award in April of 1958. Thus, it will not be necessary—if this planning prevails—to request an appropriation of more than $1.8 million at this time. If a contract is awarded in April of 1958 a contractor would not be able to earn much money on the contract until the end of the fiscal year.

The question naturally arises: Why delay work on this relatively small structure which is primarily for irrigation storage and which is at a planning stage more advanced than many others with the exception of Glen Canyon Dam? The estimated cost of the dam is $36,887,000. If bids on it should fall 15 to 20 percent below estimate, as they did in the case of Glen Canyon Dam, there is even less reason in my mind to put off the advertisement for bids and the early signing of a Navajo Dam contract. In the year which has passed various

preliminary funds were expended on the project. In addition the State engineer of New Mexico, the Bureau of Reclamation, and the Office of Indian Affairs, have agreed on a 1,700,000 acre-foot capacity for the Navajo Dam Reservoir. Thus, there are no major obstacles in the path of this dam. Mr. Chairman, in view of these circumstances, further postponement of advertising for bids and award of a contract for Navajo Dam will constitute a mystery which will require explanation by those who have it in their power to proceed.

The fiscal 1958 budget includes a request for $1,800,000 for contracts for Navajo Dam. This, I am told, would permit completion of an access road—which I understood was to be built from funds appropriated for fiscal year 1957—and will cover the cost of an administration building, water supply, and so on, with a very small allocation remaining for the dam. Thus no real work can begin until fiscal 1959.

Mr. Chairman, I think that a minimum of $3.5 million should be appropriated for fiscal year 1958 in order to institute a normal economic program for construction of Navaho Dam.

There is a compelling reason why further delay in starting work on the dam itself should not be permitted. Already it is being said that there is no hurry in building the dam because the water which it will impound cannot be used until canals and ditches planned under the Navajo irrigation project have been completed. May I observe, Mr. Chairman, that canals and ditches are much more quickly built than a dam of this size?

Time will be needed to store water behind the dam before there will be any use for ditches. Since the dam has been authorized, and it is possible to appropriate money for its construction, it seems pointless to argue that work on the dam should not begin until the ditches could be built.

There is further consideration for an early start on the dam: municipal and industrial use of water which would be stored in the Navajo Dam Reservoir. The city of Farmington can absorb some of the water stored in the reservoir and it is my understanding that a number of industrial firms are merely awaiting adequate water before locating downstream from Navajo Dam. In addition, water stored by this unit will make possible the transmountain diversion contemplated under the act. Water thus diverted will be added to the middle Rio Grande supply upon which the city of Albuquerque draws so heavily. Thus, there will be a demand for water from Navajo Dam Reservoir even if there are no ditches ready within the irrigation project at the time water is first available.

Mr. Chairman, I would like to ask that the remainder of my statement appear in the record. It is largely the same request that I have been making over and over again.

I do not know whether Paul Jones of the Navajo Tribe counsel will put in the record a letter sent to President Eisenhower dated May 13, 1957. Mr. Jones is scheduled to be here and if he has not put it in, I would be glad to have a copy of this letter appear in the record in connection with my remarks.

Mr. RABAUT. Which one?

Senator ANDERSON. It is the letter he sent to President Eisenhower pointing out the Navajo's need for this water. I think it is an

important letter and ought to be in there. I hope very strongly, Mr. Chairman, that the Navajo Dam can get underway.

(The letter referred to follows:)

THE NAVAJO TRIBE,
Window Rock, Ariz., May 13, 1957.

HON. DWIGHT D. EISENHOWER,
President of the United States,
The White House, Washington, D. C.

DEAR MR. PRESIDENT: The purpose of this letter is to request your assistance in expediting definite authorization by Congress of the Navajo irrigation project unit of the upper Colorado River storage project.

As you are aware, Congress, in Public Law 485 of the 84th Congress, did not authorize construction of the Navajo irrigation project, but directed the Secretary of the Interior to give priority to completion of a planning report on this project along with some 23 other participating projects. In section 6 of the act, Congress also provided:

"In the event that the Navajo participating project is authorized, the costs allocated to irrigation of Indian-owned, tribal or restricted lands within, under, or served by such project, and beyond the capability of such lands to repay, shall be determined, and, in recognition of the fact that assistance to the Navajo Indians is a responsibility of the entire Nation, such costs shall be nonreimbursable."

As you are also undoubtedly aware, the average income of a Navajo Indian is far below the national average, and the Navaho population many years ago outstripped the ability of the Navajo Reservation in an unimproved condition to support. Only through construction of the Navaho irrigation project can there be realized a reasonable Navaho use of waters to which we are not only historically entitled, but to which we hold priority today as riparian owners along the San Juan River constituting the northern boundary of our reservation. Only in this manner, together with large-scale industrial projects to be financed by private capital, can the poverty of the Navajo people be finally overcome and our young people have an opportunity to earn respectable livelihoods in their own country. By the same token, only by construction of the Navajo irrigation project and large industrial projects can the Navajo Indians' continued dependence upon the Federal Government for extraordinary assistance be finally ended.

For these reasons, we are very much concerned with three developments which promise to delay authorization of the Navajo irrigation project indefinitely:

1. The Bureau of the Budget has not approved appropriation requests for the construction of any participating projects of the upper Colorado River project during fiscal year 1958. In spite of the desire of Congress for economy, it is no economy to delay authorization of the Navajo Indian irrigation project when so many Navajos can be made self-supporting only by this project, and the heavy and recurring Federal expenditures for relief and rehabilitation of Navajo Indians thus be brought to a close.

2. After preliminary study the irrigation engineer of the Bureau of Indian Affairs for our Agency has estimated that by combining and consolidating the proposed Shiprock and South San Juan Divisions of this project and somewhat reducing the acreage, the cost per acre could be reduced from approximately $1,500 to approximately $1,000. The ability of the land to repay would remain constant; therefore, the reduction in cost would be a direct reduction of the nonreimbursable grant to be provided by the United States under the portion of section 6 of the act, quoted above.

However, the Department of the Interior appropriation request for fiscal year 1958 does not contain any funds for a restudy of the Navajo irrigation project. Not less than $275,000 will be necessary for this restudy and replanning of the Navajo irrigation project. Elimination of this item by oversight or otherwise, in the Department of the Interior is almost a classical example of false economy.

3. The third development factor which seems to gravely imperil this project is revealed in a paper entitled "USDA Activities in Connection With Colorado River Storage Project Participating Projects." This paper is dated November 5, 1956, and recites that in accordance with a letter of yours to the Secretary of Agriculture dated March 19, 1954, the agricultural benefits of the participating projects of the upper Colorado River storage project will be reassessed by the Department of Agriculture. The reassessment is extremely, unprecedentedly

elaborate. It would include an evaluation of direct agricultural benefits expected from participating projects, including soil surveys, land development planning, economic analysis, and drainage investigation. In addition, it would include project impact studies having subdivisions as follows: watershed studies, impact on national forests, and impact on regional and national economy. Each subdivision has elaborate sub-subdivisions. Such a study will undoubtedly delay construction of the participating projects, including our Navajo project, for many years if carried out. In accordance with the paper of November 5, 1956, it is doubtful if all these final reports on reappraisal of agricultural benefits can be completed in our lifetime.

Your letter of March 19, 1954, upon which the elaborate, unnecessary, and expensive plan of the Department of Agriculture is based, was written before passage of the upper Colorado River storage project legislation. At that time, H. R. 4449 was pending before the Congress, and it contained a provision for the reappraisal of direct agricultural benefits of the participating projects by the Secretary of the Interior after consultation with the Secretary of Agriculture. This bill died in committee. In the same Congress, S. 1555, which died on the floor of the Senate, provided for the reappraisal of direct agricultural benefits by the Secretary of the Interior in cooperation with the Secretary of Agriculture.

S. 500 in the 84th Congress, which passed the Senate in the first session, required a reappraisal after consultation with the Secretary of Agriculture. The legislation which was finally approved, H. R. 3383, however, does not require the Secretary of the Interior either to consult with or act in cooperation with the Secretary of Agriculture in determining the feasibility of the participating projects. Consequently, the Department of Agriculture in its paper, dated November 5, 1956, is establishing an expensive, elaborate, and unconscionably dilatory procedure upon the authority of a letter from you that was written in contemplation of proposed legislation which failed to pass the Congress and not in contemplation of the legislation which actually did pass the Congress.

In the interest of an early solution to the problem of securing self-sustaining pursuits for thousands of Navajos and in the interest of national economy, may I respectfully request that you revoke your letter of March 19, 1954, as being now inconsistent with legislative intent and stop the proposed reappraisal of agricultural benefits of participating projects as a time-consuming, and money-wasting activity of the Department of Agriculture.

Please allow me to express my appreciation for your consideration of this letter, and for your great friendship and help for the Navajo people.

Respectfully yours,

PAUL JONES,
Chairman, Navajo Tribal Council.

Senator ANDERSON. I have been working with the upper Colorado River project for a long time and I have been most greatly interested in the Navajo Dam. As a matter of fact, when we had the hearings on the House side, I was asked if I would be fairly adamant on the upper Colorado River project if the Navajo Dam were left out. I stated that if the Navajo Dam were left out, and I still say so in the Senate, if the upper Colorado Basin project were passed in that way, it would pass over my dead body, because I thought it was very important that this particular project be completed and started. I was very happy that the Congress included the Navajo Dam with the bill that passed the House and passed the Senate.

I appreciate then and now the estimate of this committee.

Mr. RABAUT. There is a request for $1.8 million.

Mr. ANDRESEN. Is this the dam that is supposed to have a lot of effect on the relief of these particular Indians?

Senator ANDERSON. Yes.

Mr. ANDRESEN. Some effect upon them?

Senator ANDERSON. It is a stream regulation dam, but it is going to make possible the construction of the Navajo irrigation project. The irrigation project has been changed somewhat by the surveyors to where it comes down from originally a high-cost project to one

I think is a proper figure. That saving of about a third in the cost of the irrigation project is important to the Government because the Government has agreed that it will do, as it does on many Indian projects, make it entirely nonreimbursable as long as the Indians live on it. With that reduction of about a third, it makes it really attractive. Here again, we have a project where the guaranty has been written into the law that it will not be planted in crops that are already in a surplus position. Therefore, I can say to you that the Navahos will not produce crops that are in competition with other crops available. It is a matter of many, many long years.

On new lands put into cultivation, you have to count on at least 3 years before they are any good at all. When my father went out, like many other Swedes, you could plant a crop that year and harvest it. You cannot do that now, and that is why I am hoping there may be some means to do so.

Thank you.

Mr. RABAUT. Thank you, Senator Anderson.

(The balance of Senator Anderson's prepared statement follows:)

I do not intend what I have said to be interpreted in any way which would indicate that I favor a delay in the construction of these canals and ditches. Rather, I cannot emphasize too strongly my desire that they be completed as nearly simultaneously as possible with the dam and the impoundment of waters in the reservoir.

Further, I do not wish it to be said that there is no need to begin work on the irrigation project because construction is proceeding so slowly on the dam. Both dam and irrigation project will suffer if one or the other of the units is delayed.

The Navajo irrigation project phase also will require some money in fiscal 1958. It is my understanding that a recommendation now is pending before the Secretary of the Interior which calls for detailed planning and construction of the irrigation unit by the Bureau of Reclamation. As you know, this project includes 110,630 acres of irrigable land, most of which lies on the Navajo Indian Reservation.

Not long ago I asked the Commissioner of Indian Affairs whether or not his Department favors transfer of responsibility for the detailed planning and construction phases of the project to the Bureau of Reclamation. He replied that there has been no official decision to date that the project should be handled in this manner, but that the Indian Service would pose no objection if the Bureau of Reclamation were given this responsibility. It seems to me that the building of this project, while of primary benefit to the Navajo Indian Tribe, rightfully belongs with the Bureau of Reclamation because of the experience and competence of its staff to handle projects of this magnitude.

Therefore, such funds as may be required to enable the Secretary of the Interior to act on this recommendation and permit the Bureau of Reclamation to proceed at once with the planning necessary to the early authorization of construction of this unit should be available as early as possible. The Navajo Indian Tribe urgently needs this irrigation project to aid its economic rehabilitation and development. In my opinion, not less than $500,000 should be included in next year's budget as investigation funds to advance the definite project plan so that irrigation construction will be underway by the time the Navajo Dam begins storing water for this purpose.

We are not yet at the point where it is possible to define the requirements for planning on the San Juan-Chama diversion as we have for the first two projects we have geen discussing. Still, I think funds should be made available not later than fiscal year 1959 for detailed planning on this project. It is my understanding that the 1959 budget limitations now are being formulated by the Department and that in this preliminary thinking figures for Navajo Dam construction approach $11 million.

I might add here, Mr. Chairman, that the total Navajo Dam construction will run $30 million to $34 million over a 3- or 4-year period once construction earnings begin on the actual structure. Thus, it is planned that $11 million be appropriated for the first year, $12 million the second year, and $10 million the third

year. It would not be too difficult to speed up the building plan so that this money can be spent in fiscal 1958, 1959, and 1960, as the committee intended last year in discussing this legislation in the Senate.

Mr. Chairman, I have raised three questions so far:

(1) Can the contract for Navajo Dam be awarded yet? From an engineering standpoint the answer is yes. From an appropriation standpoint the answer can be yes.

(2) Can a supplemental report on the Navajo project be speeded? The answer here, too, should be yes if necessary funds are provided.

(3) Can as many contracts as possible be signed so that we may make progress in a unified, orderly and economic manner? The answer to this question can be yes, provided funds are made available.

Mr. Chairman, I have said that, in my view, Navaho Dam construction cannot get off the ground in 1958 on an appropriation of $1,800,000 as requested by the Department for its fiscal 1958 budget. Thus, next year the possibility will exist, as it does today, that we will be facing another year's delay in this vital construction project.

I know that the Bureau is attempting to have work proceed on the initial units of the whole upper Colorado storage project in a way that will dovetail startup and completion. Thus, it becomes apparent that work on the simpler structures, such as Navaho Dam, may be held back because of their relatively short construction time and their relative simplicity of construction.

For example, Flaming Gorge Dam contemplates expenditure of a total of $57 million as contrasted with $36 million for Navaho Dam. Access to Flaming Gorge is much more costly and difficult than access to Navaho Dam. Work to date has progressed further on the preliminary phases of Navaho Dam than is the case at Flaming Gorge. But I am informed that the plan now calls for a contract award for Flaming Gorge ahead of the award planned for Navaho Dam, even though completion dates may be more or less proximate. Of course, a contract has been awarded for the most difficult dam of all which is Glen Canyon. The Bureau of Reclamation is to be commended for its awareness of the relative difficulty and complexity of these units.

However, I believe that there are other factors which should be considered along with the dovetailing of construction dates. These other factors may be of such worth that the simple units could be constructed as rapidly as possible without the many stretchouts which would keep them in step with the more complicated units. The Bureau and the Congress should exercise care that a budget-convenient time schedule shall not become the dominant consideration in the appropriation of funds.

Everything possible should be done to get as many contracts awarded as possible, as quickly as possible, to assure as much progress as possible, so that the economic benefits of these units will be realized with as little delay as possible. That, in the ultimate sense, is the only true economy.

TUESDAY, MAY 21, 1957.

MISSOURI AGRICULTURE LEVEES

WITNESSES

JAMES W. FARLEY, BANKER AND LANDOWNER, FARLEY-BEVERLY DRAINAGE DISTRICT, PLATTE COUNTY, MO.

JOSEPH SONNENMOSER, PRESIDENT, WESTON-IATAN LEVEE DISTRICT

Mr. RABAUT. Mr. Farley.

Mr. FARLEY. My name is James W. Farley and I am a banker and landowner in the district involved in the community of Farley, Platte County, Mo.

We are here in behalf of the $3,300,000 appropriation that is included in the budget for the upper reaches of the Missouri and we are also seeking your consideration of an additional $725,000 to be used for these three districts which have not been provided for in the budget.

We would like to call your attention to a few of the reasons why we consider this as a very essential item that should be included in the appropriation. You will note on L–408, the lower right-hand corner, the Beverly-Farley River, that is the Platte River shown there. The Platte River appears to be a rather unobtrusive type of stream, but certainly when we see a flood on it, it spreads out several miles.

In 1952, we had the most destructive flood in history in these three districts in question. At that time the water was deeper and swifter than we have ever seen it before. Now, you will not that L–400, which is the Waldron District immediately below the Farley-Beverly District, is now completed. In 1952, there was no Waldron District but since that has been built it means that immediately below us and going back up to the Platte River is a very large dike which, if we have another flood, will force several additional feet of water back into the Farley-Beverly District and also these other districts that I spoke of. They will also have a greater depth of water in them due to the fact that there have been more and more of these levies completed all up and down the river. You can see that we are in a more precarious position than we were in before this program started. If we do not get protection in time, if we do not get this unprotected district taken care of, if we do have a flood, then we are going to have untold damage that we have never before experienced.

I might add that in the Farley-Beverly district, there is a bridge to Leavenworth, Kans., the only one between Atchison and Kansas City, Mo. This bridge connects us with the city of Leavenworth where we are in their trade area. It is the only city of any size that is close to us and our only close hospitals lie in Leavenworth. Practically all of our medical attention comes from Leavenworth.

In the 1952 flood that flood wiped out a great deal of highways that approached that bridge. If we get water with the force that we would expect, as the situation now is, it could very well wipe out the approach to that bridge and it would mean that we could be cut off from necessities for a good long time. In addition, there is another fact there that you ought to take into consideration and that is that the Federal prison farm is located on the Missouri side of the river within the limits of this district. It will be protected when this levee is put in. Certainly the Government has a lot at stake there and we have quite an investment.

It will be, of course, protected at the time this goes in.

Being a banker, I certainly am interested in economy, but it would seem to me to be poor economy if we have a flood in this area, because the income taxes alone will almost supply, I believe, what we have asked for here.

Mr. RABAUT. Off the record.

(Discussion off the record.)

Mr. RABAUT. On the record.

Mr. FARLEY. The reason we are here today is that the three districts, as a result of this program, are behind. As a result of the fact I

point out, it is moving so slowly we are in much more a precarious position floodwise, that we have ever been in our history. That is the basis of our plea. If we do have a flood, we frankly do not know what is going to happen in our district.

Mr. RABAUT. Thank you, Mr. Farley.

Mr. FARLEY. I would like to present this written brief for the record, Mr. Chairman.

Mr. RABAUT. All right.

Without objection, it will be inserted.

(The material referred to follows:)

STATEMENT PRESENTED ON BEHALF OF THE BOARD OF SUPERVISORS OF THE FARLEY-BEVERLY DRAINAGE DISTRICT IN PLATTE COUNTY, MO.

The Farley-Beverly Drainage District was organized by decree of the circuit court of Platte County, Mo., on September 7, 1955, upon a petition by the owners of more than two-thirds of the lands within the boundaries of the district which comprise in excess of 10,000 acres. This district includes all of the Missouri River Valley flood plain in Platte County extending from river mile 403 (mouth of the Platte River) upstream approximately 10 miles and also includes 963 acres of the Leavenworth Federal Prison Farm and the town of Farley. The lower end of the district is approximately 18 miles above the upper end of the Fairfax Drainage District levee improvement which was constructed under the metropolitan flood program for greater Kansas City.

Pick-Sloan agricultural levees have recently been completed immediately downstream from our district as a part of the flood protection improvements in the Waldon district and as a result of this recent construction the lower reaches of the Farley-Beverly district, including the town of Farley, are now particularly vulnerable to increased flood hazards originating in both the Platte River Valley and Missouri River Valley. Several levee units, both upstream and downstream from our district, have been constructed during the past several years and the need for closing the gaps in the levee system within the Missouri River Valley above Kansas City has become most urgent as the lands within this area without the protection of the Pick-Sloan levees, although benefited by less frequent flood cycles resulting from the upstream reservoirs are now more vulnerable to flooding than ever before from rainfall below Sioux City, Iowa, as a result of the loss of temporary ponding areas for floodwater previously available in the flood plane areas now under Pick-Sloan levee protection and we believe that as more and stronger systems of levees are constructed by either private or Federal funds, more frequent high water flood crests in the Missouri River must be expected.

We, the people of the Farley-Beverly Drainage District, have taken every possible legal action to qualify our area for Pick-Sloan levee construction and we have now reached the point where we can go no further until funds are made available by the Federal Government to provide the protection now so vital in the safeguarding of our community.

Our drainage district is a member of the Missouri River Flood Protection Association representing the Missouri River Valley from Rulo, Nebr., to Kansas City, Mo., and as such we have at all times worked in close harmony with the efforts of this group to advance the systematic and orderly construction of agricultural levees under the Pick-Sloan program and we are here now not only in support of the request made, or to be made, by representatives of this flood protection association, but we feel that the Farley-Beverly district being situated as it is between completed levee units immediately below and above its boundary, the preservation of life and property within our district requires that the agricultural levee system must be extended without delay to encompass this area.

We realize that many other areas above Kansas City are also seeking funds for construction of agricultural levees within their particular area and that there is no possibility of accommodating all of the requests for funds at this time; however, as we view the Pick-Sloan plan as it was originally authorized, we believe it contemplated the construction of reservoirs, riverbank stabilization including agricultural levees, together with many other features. Appropriations have been forthcoming annually to carry out the program except that in

our opinion the agricultural levee program has not kept pace with the other phases and therefore it is extremely important to us within the Missouri River Valley that the remaining gaps in the levee system above Kansas City be closed as rapidly as possible.

We view the agricultural levee program as more extensive than any individual levee unit, therefore, we suggest that appropriations of funds for levee construction be not earmarked for any specific levee unit but rather for a particular reach of river as, for instance, the Missouri River above Kansas City or the Missouri River below Kansas City so that the portion of the Pick-Sloan plan dealing with agricultural levees within the particular reach of the river may be undertaken in a systematic and orderly manner which will provide protection against increased flood hazards arising from an otherwise disconnected program of improvement.

The greatest problem now confronting the people within the Missouri River Valley where agricultural levees are contemplated under the Pick-Sloan plan, arises from the uncertainty as to the time construction may be undertaken within their area under the Federal program and this uncertainty has not only hindered districts in their legal organization efforts but has also resulted in greatly handicapping districts in fulfilling their obligations to the Government in securing rights-of-way and developing necessary interior drainage plans after governmental funds are available for use of the Corps of Engineers within a given area.

The people within our district believe that annual appropriations by the Federal Government should be made in sufficient amount to carry on construction of levee improvements in the districts where construction work is now underway and in addition thereto to permit starting construction on 2 to 3 new projects annually. If appropriations are made in this manner the organization of cooperating districts can be coordinated with the planning and construction program of the Corps of Engineers which will insure the adequate protection of all of the areas within a given reach of the river without exposing unprotected areas to undue flood hazards while the program is underway.

We respectfully urge that the recommendations of this committee be favorable in support of the $3,300,000 set out in the presidential budget for agricultural levees and that if such funds are to be earmarked for specific levee units that the appropriations be increased in an amount not less than $725,000 for the purpose of permitting new construction starts on at least 3 projects above Kansas City.

FARLEY BEVERLY DRAINAGE DISTRICT:
By JAMES FARLEY.

FARLEY COOPERATIVE ELEVATOR ASSOCIATION,
Farley, Mo., May 18, 1957.

UNITED STATES SENATE AND HOUSE PUBLIC WORKS SUBCOMMITTEES,
Washington, D. C.

GENTLEMEN: This organization respectfully urges the favorable consideration of the expenditure of $3,300,000 for the construction of agricultural levees for flood control on the upper reaches of the Missouri River. In addition we urge your consideration of the expenditure of $725,000 for the construction of agricultural levees to protect the presently exposed areas between St. Joseph and Kansas City, $200,000 of which is proposed to be spent on protective levees for the Beverly-Farley district.

This organization derives much of its business from the areas in question so we feel that we know the situation rather well. Included is some of the finest land in northwest Missouri. In 1943, 1947, 1951, and 1952, this area underwent devastating floods that caused not only great economic loss but much human suffering. In the most recent flood in 1952 all of the land in the district and a part of the community of Farley was inundated. Since that time there has been constructed a large agricultural levee directly across theh Missouri River from the Beverly-Farley Drainage District and other levee directly south of this district on the same side of the river, as well as other levees to the north. Should a flood equal to the 1952 flood descend upon us once again the destruction would be far greater than that seen in 1952 because the effect of these newly constructed levees would be to cause a great deal more water to flood the Beverly-Farley district. Until such time as levees can be constructed it is our opinion that the whole area involved will be faced with the worst flood disaster

yet known to it. The vital importance of obtaining this protection cannot be stressed too greatly.

It is our hope that you can give favorable consideration to this plea because we feel sure that you will agree it would be both more economical and humane to spend the amount requested for this protection rather than many times that amount that would be required to alleviate the human suffering and economic loss if the protection does not come in time.

Very truly yours,

H. F. NIEUSMANN, *Manager.*

STATE OF KANSAS,
SENATE CHAMBER,
Topeka, May 18, 1957.

In re Missouri River Flood Control

UNITED STATES SENATE AND HOUSE PUBLIC WORKS SUBCOMMITTEES,
Washington, D. C.

GENTLEMEN: I want to stress the importance of the flood-control program on the Missouri River, and in particular that portion of said program which affects the fertile bottomlands from Farley to Beverly, Mo.

First: This territory encompasses valuable farming land in the Leavenworth trade territory. Our community is dependent to a great extent on the productiveness of the area, as our businessmen supply the residents of the Farley, Platte City, Beverly, and Weston areas with such necessities as food, clothing, medical services, and hospitals. In fact, they must almost entirely depend on us for hospitalization.

Second: Shortly over 2 years ago we built a new toll bridge to connect our communities, at a cost of about $4 million, $3 million of which was financed by revenue bonds. The roads approaching the former bridge were washed out in the 1952 flood of the Missouri, and if similar floods occur before additional protection is obtained the result would be the same.

Third: In order to avoid damages as resulted from the 1952 flood to the farmland, roads, and bridges, including such as resulted to the United States prison farm on the east side of the river I personally urge that the item of $3,300,000 for flood control on the upper Missouri be recommended for passage.

Fourth: I further urge that additional attention be given to the Farley-Beverly area by the addition of such funds as may be needed.

In conclusion, I contend that the public will benefit for the following reasons:

1. Save crops and valuable farmland belonging to the individual farmers.
2. Save local merchants in all categories who rely on the farm market.
3. Save your own flood plain United States prison farm.
4. Save the roads and approaches to our new toll bridge, which would benefit the owners of the bonds, as well as the many thousands who must cross the Missouri River between Kansas City and Atchison. There are over 3,000 crossings daily.

Respectfully submitted.

JOHN H. MURRAY,
State Senator, Third District, and Member, Leavenworth Bridge Commission.

THE FARLEY STATE BANK,
Farley, Mo., May 18, 1957.

UNITED STATES SENATE AND HOUSE PUBLIC WORKS SUBCOMMITTEES,
Washington, D. C.

GENTLEMEN: The undersigned urges your careful consideration of the request for $3,300,000 for flood control on the upper reaches of the Missouri River, and for $725,000 for the construction of agricultural levees between Kansas City and St. Joseph, $200,000 of which would be spent in the Beverly-Farley district.

The Beverly-Farley area comprises some of the richest land in the State of Missouri, but at the present time this land is exposed to a great danger from flood because of the fact that since the last great destructive flood of 1952, large levees have been constructed directly opposite and immediately to the south of this district, the effect of which would be to increase many times the terrific amount of damage done in the 1952 flood were a similar disaster to strike before this area can be protected.

The economic welfare of this area is not the only matter that is at stake. The Beverly-Farley area lies immediately across the river from Leavenworth, Kans., and is tied economically and in many other ways with that city. Leavenworth affords us the only two hospitals that we have close enough for emergency situations. Leavenworth affords us our closest doctors. Many persons living in this area are employed in Leavenworth. Our sole connection with Leavenworth is the Missouri River bridge whose approaches lie within the area of the Beverly-Farley district. In 1952 many of the highways leading to the bridge then in use (the present bridge having been built in 1954) were destroyed by the flood and with the present situation as it is a similar flood could very well mean a loss of this vital link for a considerable period of time.

We full well realize the demands being made upon the Government for expenditures of this nature, but in view of the present dangerously exposed position of the area within this district and of the disastrous consequences that will follow if this protection is not obtained in time, we respectfully urge your favorable consideration of these requests.

Very truly yours,

WALLACE J. FARLEY.

CHAMBER OF COMMERCE,
Leavenworth, Kans., May 17, 1957.

UNITED STATES SENATE AND HOUSE PUBLIC WORKS SUBCOMMITTEES,
Washington, D. C.

GENTLEMEN: We are writing you in the interest of approving the $3,300,000 appropriation proposed in the President's budget for use in construction of agricultural levees in the upper reaches of Missouri River Basin as recommended in the Pick-Sloan plan.

Being located on the Missouri River and realizing the importance of levee protection in this immediate area we urge that your committees help secure additional funds for levee planning and construction in this area as follows:

Two hundred thousand dollars for planning and levee construction in the Farley-Beverly Drainage District, $325,000 for planning and levee construction in the Weston-Iatan Drainage District, and $200,000 for planning and levee construction in the South St. Joseph district.

The construction of levees in this area is vital to the economy of the producers of the area and will be beneficial to the Government in the long run through payment of taxes rather than having our farmers being recipients of funds granted to alleviate suffering and losses as a result of flood construction as has been the case in the past.

The construction of levees in this immediate area will not only be an aid to the farmers in this district, but will hasten the industrial development along the Missouri River.

The above suggestions represent the thinking of the majority of the businessmen of this community and we sincerely hope these suggestions will be approved and acted on by your committees.

Sincerely,

HOWARD JAHN,
President, Leavenworth Chamber of Commerce.

COUNTY OF PLATTE,
OFFICE OF THE COUNTY CLERK,
Platte City, Mo., May 15, 1957.

SUBCOMMITTEE OF CIVIL FUNCTIONS,
House and Senate Appropriations Committee,
Washington, D. C.

GENTLEMEN: We, the members of the County Court of Platte County, Mo., urge approval of the $3,300,000, as set out in the President's budget for construction of agricultural levees from Kansas City, Mo., to Rulo, Nebr.

It has come to our attention that certain levee districts from St. Joseph, Mo., to Kansas City, Mo., are requesting an additional $725,000 for construction of levees within this area, and we, therefore, endorse and urgently recommend to you the approval of not only the $3,300,000, but the adidtional sum of $725,000 covering moneys to be expended between Kansas City and St. Joseph.

We wish to further state to the committee that we appreciate the attitude of the Congress in attempting to effect certain economies, but in our opinion, the investments made in agricultural levees in reality will bring direct returns not only to the Federal Government, but also to our State and local governments, which would far exceed their cost.

Very truly yours,

COUNTY COURT OF PLATTE COUNTY,
HOLT COFFEY, *Presiding Judge*.

CITY OF PARKVILLE,
Parkville, Mo., May 15, 1957.

SUBCOMMITTEE OF CIVIL FUNCTIONS,
House and Senate Appropriations Committee,
Washington, D. C.

GENTLEMEN: On behalf of the city of Parkville, Mo., in the Pomeroy Bend Levee District, I am writing this letter to urge the appropriation of $3,300,000 for agricultural levees between Rulo, Nebr., and Kansas City, Mo., plus a sufficient sum of money to initiate construction of a portion of the agricultural levee in Weston-Iatan Levee District, which is located in this area.

A good portion of the city of Parkville is located within the flood levee of the Missouri River. Our city and the Pomeroy Bend Levee District are only 10 miles from downtown Kansas City and are in the chain of levees from Rulo, Nebr., to Kansas City, Mo.

We feel that continued construction of these levees at a pace which will assure their completion within the next 4 or 5 years is essential to the economy of our area. It is our feeling that in order to assure such a reasonable completion of these levees, that in adidtion to the $3,300,000 recommendation in the President's budget, sufficient money should be provided to start work on the Weston-Iatan levee. If this is done, then we feel that within a reasonable time work can also be started on our proposed levee which would include the Pomeroy Bend distrist as well as the city of Parkville. We certainly will appreciate your consideration of this matter and hope that you will take favorable action thereon.

Respectfully submitted.

C. DAVID WHIPPLE, *Mayor of Parkville, Mo.*

CITY OF RIVERSIDE, MO., *May 15, 1957.*

SUBCOMMITTEE OF CIVIL FUNCTIONS,
House and Senate Appropriations Committee,
Washington, D. C.

GENTLEMEN: The city of Riverside, Mo., is located in Platte County, directly across the river from the downtown section of Kansas City, Mo., and Kansas City, Kans. Our city occupies an area adjacent to that part of the metropolitan area protected by the flood-protection works constructed at Federal expense within the Fairfax district in Kansas and the North Kansas City district in Clay County, Mo.

The city of Riverside suffered tremendous losses in the 1951 and 1952 floods, but our people have never given up hope of having the same protection afforded the metropolitan area extended to include the city of Riverside.

We have appeared previously before this committee in support of the agricultural levee program under the Pick-Sloan plan, and we are again asking that appropriations of Federal funds be continued in sufficient amount to permit the completion of the levee program under the Pick-Sloan plan above Kansas City which will permit this part of the plan to keep pace with that of the reservoirs. riverbank stabilization and the other phases constituting this program.

We cannot stress too strongly the fact with the completion of the flood-protection improvements for the metropolitan area of Kansas City, the unprotected area constituting the city of Riverside, although benefited by the reduction of flood frequency resulting from the reservoirs in the upper tributary of the Missouri River, is still exposed to flood hazards originating in the Missouri River below Sioux City and also within the Kansas River Basin.

We sincerely hope there will be no action by this committee which would in any manner slow up the agricultural levee program under the Pick-Sloan plan

and we respectfully ask that the $3,300,000 included in the President's budget recommendation be approved without reservation for the purpose of continuing construction on levee units now under way with an additional recommendation for an increase of $725,000 for initiating construction of not less than three new levee units during the next fiscal year, as we believe that if the levee phase of the Pick-Sloan program is to proceed in an orderly and systematic manner, at least three more starts per year will be necessary.

Respectfully submitted.

Mayor, City of Riverside, Mo.

STATEMENT OF JOSEPH SONNENMOSER

Mr. SONNENMOSER. My name is Joseph Sonnenmoser, and with your permission, I would like to present this brief for your inspection.

Mr. RABAUT. Is that the same as the other one?

Mr. SONNENMOSER. No, I represent the same general area as Mr. Farley, but I am the president, as you will note on the brief of the Weston-Iatan Levee District, which is 1 of the 3 districts proposed to share in this increase of $725,000 in the area from Kansas City to St. Joseph.

I would like to say at the outset that we wish to support and insist that we get funds in this $3,300,000 in the budget. Over and above that, we would like to ask for these 3 districts, this item of $725,000. The district that I represent protects about 12,000 acres of bottom land and listed on there is L–419 and 426.

We have been organized since 1950, which is about 7 years, and we have been waiting all of this time for this. Local interests, the farmers and businessmen in this area, have spent some $30,000 to $40,000 of their own funds to prepare themselves for this Pick-Sloan plan.

At this time we feel that we should get construction money and the reason that we are not in this budget, the main reason, is that at this time we were not considered far enough advanced, engineeringwise, to be put in your budget. Since that time we have proceeded with all due haste, and we are now considered by the corps and by our local engineers to be advanced enough so that we can use construction money by the first of July 1957. That is why we are asking at this time for this additional item of $725,000, of which $325,000, approximately, would go to the district that I represent.

Mr. ANDRESEN. As I understand it, you gentlemen are not in any way opposing the other budget, but you would like consideration for your problem?

Mr. SONNENMOSER. Yes, because we have been organized these long 7 years and we have been with this program from the outset.

Mr. ANDRESEN. It is part of the same general problem?

Mr. SONNENMOSER. It is that, sir.

Mr. ANDRESEN. If they are taken care of, it makes your situation all the worse without your having something done?

Mr. SONNENMOSER. Without our having similar protection, yes.

Mr. RABAUT. This is from the board of supervisors, the statement that you filed with me?

Mr. SONNENMOSER. That is right.

Mr. RABAUT. Together with accompanying letters?

Mr. SONNENMOSER. Yes.

Mr. RABAUT. Without objection, these will be placed in the record.

(The brief and statement follow:)

STATEMENT OF BOARD OF SUPERVISORS, WESTON-IATAN LEVEE DISTRICT, PLATTE COUNTY, MO.

The Weston-Iatan Levee District (agricultural levee unit No. 419–426 L), covering 14,700 acres, is located on the left bank of the Missouri River about 25 miles upstream from Kansas City, Mo. The district was organized in November 1950, in the circuit court of Platte County, Mo., for the sole purpose of giving local cooperation to the Federal Government prior to the time funds are made available for constructing the levees along the main stem and tiebacks along Sugar Creek and Bear Creek.

The Weston-Iatan Levee District is one link in a chain of such levee districts located along both sides of the Missouri River from Kansas City, Mo., to Sioux City, Iowa, and has been marking time since its organization waiting for construction of its levees by the Federal Government. Our chief engineer received the final rights-of-way requirements from the Corps of Engineers, United States Army, last February and has been working earnestly ever since preparing the engineer's plan for reclamation to be filed in circuit court.

This plan for reclamation is scheduled to be filed on or about July 1, 1957, and all additional legal requirements will be completed by January 1, 1958. The Corps of Engineers, United States Army, has assured the district that construction plans could be ready well in advance of January 1, 1958. It therefore follows that construction could be initiated early in January 1958 subject to the availability of construction funds.

The Weston-Iatan Levee District is a member of the Missouri River Flood Protection Association, Kansas City, Mo., to Rulo, Nebr., and has wholeheartedly supported its program from the date of organization of the district. The association is doing a good job in keeping the various levee districts together and promoting additional districts. Availability of construction funds has been far too short to allow all districts to obtain a share in the construction program.

It is the understanding of the district that the President's budget for the fiscal year 1958 included an item of $3,300,000 for levee work in the reaches of the Missouri River from Kansas City, Mo., to Sioux City, Iowa, and downstream from Kansas City. It is also understood that none of the funds are earmarked for construction in the Weston-Iatan Levee District. Realizing that these funds presently within the President's budget can be spent elsewhere, and since it is now determined that the Weston-Iatan Levee District has advanced to a stage where construction could be initiated in the fiscal year 1958, it is therefore urged that consideration be given to now allowing an additional sum of $325,000 for the Weston-Iatan Levee District, which sum shall be in excess of the $3,300,000 presently in the President's budget.

We believe that consideration should be given to appropriating enough funds for the 1958 fiscal year to at least initiate construction of a portion of the agricultural levees in Weston-Iatan Levee District for the following reasons:

1. The levees would protect about 12,000 acres of rich fertile agricultural lands that can produce good crops in spite of the shortage of rainfall the past few years.

2. The levees would protect the lower reaches of the city of Weston, Mo., comprised of industrial property with a value exceeding $1 million.

3. The levees would protect Bean Lake, a recreational lake of 438 acres, surrounded by approximately 100 cottages and permanent homes with a valuation of around $500,000.

4. The district is situated on the opposite bank of the Missouri River from protective levees around Sherman Air Field, serving Fort Leavenworth, Kans. These levees, together with the high Kansas bluffs immediately upstream therefrom, will not allow any floodwater of the Missouri River to overflow on the right bank; therefore, all excessive floodwaters have to overflow on the left bank which is our district.

5. There have been completed upstream from our district and south of Rulo, Nebr., levees protecting six levee districts. In addition, levees are now being constructed for two districts. This will leave only three levee districts not protected in that reach. It is known that the carrying capacity of he Missouri River along our district has not been increased, therefore we can expect higher floodwaters after each levee unit upstream is completed. The higher the floodwaters, the more acute our individual problem will be.

We therefore urge approval of the $3,300,000 proposed by the President's budget for the agricultural levees of the upper Missouri reaches, together with

additional funds of $325,000 for initiating construction on the agricultural levees for the protection of the Weston-Iatan Levee District, Platte County, Mo.

Respectfully submitted.

WESTON-IATAN LEVEE DISTRICT, PLATTE COUNTY, MO.
By JOSEPH SONNENMOSER, *President.*

ST. BENEDICT'S ABBEY,
Atchison, Kans., May 18, 1957.

UNITED STATES SENATE AND HOUSE PUBLIC WORKS SUBCOMMITTEES,
Washington, D. C.

GENTLEMEN: In behalf of the people living in the Missouri Valley Basin from St. Joseph to Kansas City, Mo., I wish to express the many benefits that could be derived from agricultural levees on both sides of the Missouri River.

We are fortunate to have such an agricultural levee north of Atchison, Kans. Approximately 5,000 acres of fertile soil have been reclaimed from brush, swamps, and trees. Thousands of dollars worth of new revenue were brought to our locality from the wheat, corn, barley, rye, soybeans, and hay that was produced on this new land. There is a new source of tax from these products and the increased value of the land. This alone perhaps repays the Government in a short time for the expense of the levee.

Aside from the tax income, many good farm families will move into the new territory with the security of good productive and protected land. The record flood of April 23, 1952, on the Missouri River at Atchison, Kans., did not harm our lands protected by the new levee, but our neighbors across the Missouri River not only lost their crops but also had the added expense to reclaim their land. Perhaps the emergency funds and Government relief given to this work almost equaled the amount that it would have cost to construct proper agricultural levees.

It is my firm conviction that the Government is not spending money in the construction of an agricultural levee but rather that the Government has added a priceless contribution to the citizens of that community for which they soon will repay even in cash a hundredfold.

Respectfully yours,

Rev. A. J. LINGENFELSER,
Treasurer, St. Benedict's Abbey.

BANK OF WESTON,
Weston, Mo., May 18, 1957.

SUBCOMMITTEE OF CIVIL FUNCTIONS,
House and Senate Appropriations Committees,
Washington, D. C.

GENTLEMEN: We urge your approval of the appropriation of $3,300,000 as set out in the President's budget for construction of agricultural levees from Kansas City to Rulo, Nebr., and we further urge your approval of an extra grant of $325,000 for the Weston-Iatan agricultural levee.

The need for the Weston-Iatan agricultural levee is great and preliminary planning has advanced to the point that construction could begin immediately if the specific grant of $325,000 is made.

Very truly yours,

ROGER G. WILSON, *Vice President.*

CITY OF WESTON, MO.,
May 15, 1957.

SUBCOMMITTEE OF CIVIL FUNCTIONS,
House and Senate Appropriations Committees,
Washington, D. C.

GENTLEMEN: The undersigned desires on behalf of the citizens of Weston to urge the committee to consider favorably the recommendation of the President's budget of $3,300,000 for agricultural levees in the upper reaches of the Missouri River.

The city of Weston lies within the boundaries of the proposed protection area of the Weston-Iatan Levee District. A part of the business area of this city is

subject to floods and in recent years has been subject to severe losses by reason of floods.

It has now been determined that the Weston-Iatan District can utilize within the fiscal year 1958 construction funds if the same are made available by appropriation and that the sum necessary to initiate this construction is the sum of $325,000. We, therefore, urgently request your committee to give due consideration to the request not only of the $3,300,000 recommended by the President's budget but an additional sum of $325,000 for construction of levees in the Weston-Iatan District.

There are other districts which also we are advised are solely in need of construction funds, and these we also request you to favorably consider, these additional amounts bringing the total of requested construction funds between the city of Kansas City and St. Joseph, Mo., to $725,000, which sum is in addition to the President's recommended budget for agricultural levees in this area.

It is our sincere belief that appropriations for agricultural levees will, over a period of time, be an excellent investment as the protection afforded by these levees will insure a stable economy and produce returns to the Federal and local governments in taxes which will far exceed the appropriations requested by the construction of these levees.

Respectfully submitted.

JOE FARNAN, *Mayor of Weston, Mo.*

ROTARY INTERNATIONAL,
WESTON ROTARY CLUB,
Weston, Mo., May 16, 1957.

UNITED STATES SENATE AND HOUSE,
Public Works Subcommittees, Washington, D. C.

GENTLEMEN: The Rotary Club of Weston, Mo., urgently requests your considered approval of the sum of $3,300,000 as set forth in the President's budget and designated for construction expenditures in the upper reaches of the Missouri River.

In the years of 1951 and 1952, this city experienced a very disastrous flood which caused considerable damage to a portion of the business district. Since 1952 because of levees constructed to the south and north, a repetition of the flood conditions existing in 1951 and 1952 would be by reason of these additional levees greatly increased, and this city would suffer even more disastrously.

It has now been proposed that $725,000 in additional funds be allocated for construction of agricultural levees between Kansas City and St. Joseph, and we, therefore, recommend that your committee give favorable approval of these additional requests in addition to the sum set forth in the President's budget of $3,300,000.

Respectfully submitted.

WM. B. HULL, *President.*

CHAMBER OF COMMERCE,
Atchison, Kans., May 17, 1957.

CHAIRMEN,
United States Senate and House Public Works Appropriations Subcommittees, Washington, D. C.

GENTLEMEN: The members of the Atchison Chamber of Commerce, both as individuals and an organization, abhor the tremendous size of the proposed Federal Government budget for 1958. On the other hand, the people in our area are fighting hard to sustain their economic lives. We have felt the impact of serious flood damage. We realize further that the Missouri River is reawakening as a primary factor in our economy. We are firmly convinced that the harnessing of that great river will cause our area to grow substantially and rapidly. We are working hard to see that happen.

The President's budget contains $3,300,000 for the development of agricultural levees from Kansas City to Omaha. We urge the authorization of an additional $725,000 for the construction of agricultural levees for Farley-Beverly ($200,000), Weston-Iatan ($325,000), and South St. Joseph ($200,000). We further implore the completion of the Pick-Sloan plan at the earliest possible date. When this work is completed we believe the benefits of the agricultural levees will give us stabilized agriculture as well as some fine industrial sites. Water from the

Missouri River is already being used for municipal and industrial purposes. We believe this will increase at a phenomenal rate. The first barge service in years will be used at Atchison this week. We are confident this is just the start of this valuable service for our immediate area.

With your help, our community is on the threshold of a bright new future. We want and need your help at this critical time.

Sincerely yours,

W. L. ANDERSON, *President.*

COUNTY OF PLATTE,
OFFICE OF THE COUNTY CLERK,
Platte City, Mo., May 15, 1957.

SUBCOMMITTEE OF CIVIL FUNCTIONS,
House and Senate Appropriations Committee,
Washington, D. C.

GENTLEMEN: We, the members of the county court of Platte County, Mo., urge approval of the $3,300,000, as set out in the President's budget for construction of agricultural levees from Kansas City, Mo., to Rulo, Nebr.

It has come to our attention that certain levee districts from St. Joseph, Mo., to Kansas City, Mo., are requesting an additional $725,000 for construction of levees within this area, and we, therefore, endorse and urgently recommend to you the approval of not only the $3,300,000, but the additional sum of $725,000 covering moneys to be expended between Kansas City and St. Joseph.

We wish to further state to the committee that we appreciate the attitude of the Congress in attempting to effect certain economies, but in our opinion, the investments made in agricultural leves in reality will bring direct returns not only to the Federal Government, but also to our State and local governments, which would far exceed their cost.

Very truly yours,

COUNTY COURT OF PLATTE COUNTY,
HOLT COFFEY, *Presiding Judge.*

CITY OF PLATTE CITY, MO., *May 16, 1957.*

SUBCOMMITTEE OF CIVIL FUNCTIONS,
House and Senate Appropriations Committee,
Washington, D. C.

GENTLEMEN: The undersigned, on behalf of the merchants and citizens of this city, desire to take this opportunity of urging this committee to consider favorably the recommendation in the President's budget of $3,300,000 for agricultural levees in the upper reaches of the Missouri River.

We understand that other districts, including south St. Joseph, Weston-Iatan, and Farley-Beverly districts are in a position to utilize construction money in the fiscal year 1958, and that it is recommended that these 3 districts could now reasonably expend $725,000 for construction of said levees. We, therefore, urge that the report of the committee include not only the $3,300,000, but the additional sum of $725,000 for new starts of construction of agricultural levees between Kansas City and St. Joseph.

Your considered judgment of these matters will be greatly appreciated.

Respectfully submitted.

JAY B. WILSON,
Mayor of Platte City, Mo.

TUESDAY, MAY 21, 1957.

NAVAJO DAM

WITNESS

PAUL JONES, CHAIRMAN OF THE NAVAJO TRIBAL COUNCIL

Mr. RABAUT. Mr. Paul Jones.

Mr. JONES. Thank you, gentlemen, for giving me this opportunity to appear before you on behalf of my Navajo people. My name is Paul Jones and I am chairman of the Navajo Tribal Council. My

purpose in coming here is to ask you for funds to commence construction of the Navajo Dam in New Mexico, and for further planning of the Navajo irrigation project.

As I pointed out in a letter I wrote to President Eisenhower on May 13, only through construction of the Navajo irrigation project can there be realized a reasonable Navajo use of waters to which we are historically entitled and only by construction of the project, together with large-scale industrial projects to be financed by private capital, can the poverty of the Navajo people be finally overcome and our young people have an opportunity to earn respectable livelihoods in their own country. One hundred fifteen thousand acres of irrigated land, which is the minimum acreage planned for the Navajo irrigation project, will support at least 20,000 Indian people—the farmers, their families, and others in service trades. This is merely a minimum estimate, and some estimates have been made that are much higher. These Navajo Indian people will be supported at the same standard of living as their white neighbors. When the Navajo irrigation project is completed, the Government can cease all special services to at least this number of Indian people. They will be able to take care of themselves and they will only require the Federal services that every citizen is entitled to.

Chief among the industrial projects to be financed by private capital, that I had reference to in my letter to the President, is the proposed thermoelectric project of the Utah Construction Co. A form of lease has already been approved by the Bureau of Indian Affairs by which the Navajo Tribe would grant coal mining rights in the extreme northeastern part of our reservation to the Utah Construction Co., which has announced that it can produce at least 750,000 kilowatts of power for at least 100 years at prices competitive with hydroelectric power, utilizing our Navajo coal. With this plentiful source of cheap electricity provided entirely by private capital, we hope to attract in enough industry to give jobs to almost all of our people who are not supported directly from the Navajo irrigation project.

For both the Navajo irrigation project and the Utah Construction Co. thermoelectric development, the Navajo Dam is essential. This dam, as you know, has already been authorized by Public Law 485, passed by the last Congress. Only $800,000, however, was appropriated during fiscal year 1957 for preliminary work before construction of this dam. The original plan for the dam called for a storage reservoir of 1,450,000 acre-feet capacity. The New Mexico Interstate Streams Commission, however, in consultation with the Bureau of Reclamation, has requested that the dam be designed for a reservoir capacity of 1,700,000 acre-feet. The additional cost will be minute. The reasons for the planned increase in reservoir capacity are several, among them the large amount of silt in the San Juan River, a possibility that the San Juan-Chama transmountain diversion may take its water out of the Navajo Reservoir, a possibility that the Hammond project, which has already been authorized and is a small irrigation project near Farmington, N. Mex., may use water from the Navajo Dam, and last but not least, that adequate water may be stored for industrial development, of which the Utah Construction Co. project that I have described is the most promising at the present time.

The Navajo Reservation is one of the worst depressed areas in the United States. The Navajo Dam and irrigation project provides the key to the final solution of this problem. They should be constructed without delay. Putting them off costs the Nation great sums of money every year for Navajo relief.

In this connection, you are probably aware that the Navajo Tribe received about $33 million in bonus money from oil leases last year, and you may be wondering why we need Federal help in the amounts necessary for the Navajo Dam and irrigation project when we have so much money on deposit in the Federal Treasury. The answer is that if we distributed this $33 million among our 84,000 population, each Navajo would receive less than $400. It is impossible to provide a permanent livelihood for any people for the cost of only $400 each. Actually, we are not distributing the oil money per capita among our people. We are using it for public projects which we hope give promise of permanent improvement in Navajo prosperity, health, and morals. For example, we are setting aside $5 million as a permanent trust fund, the interest only of which is to be used for college scholarships for our Navajo young people. We are also going into a $6 million program for building community houses and community centers, where adult education and wholesome recreation can be provided to our people. We are not lying down on the job and waiting for the Government to save us. We are doing as much as we can for ourselves, but even if we had far more oil money than we have we could not do the complete job, it is just too vast. We need your help, not on an emergency relief basis, but in the form of great capital investment like the Navajo Dam and irrigation project, which will remain for centuries and provide us with jobs and opportunities far beyond the present generation.

In regard to the Navajo irrigation project, I have one more thing to say: the project as originally planned would include about 137,000 acres and would cost about $1,500 per acre; part of the land would be for non-Indian use. We believe that by reducing the area of the project to 115,000 acres, to be exclusively for Indian use, the cost could be reduced to about $1,000 per acre. The interstate streams commission, the State engineer, and the Governor of New Mexico have agreed to this plan and so has the advisory committee of the tribal council. In order to get a definite plan report ready embodying this more compact, more economical, more feasible Navajo irrigation project, it will be necessary for the irrigation engineers of the Bureau of Indian Affairs to have at least $275,000 during fiscal year 1958. The Department of the Interior appropriation request does not contain such funds, why I do not know, because these funds will enable the Government to save about one-third of the previously estimated cost of the Navajo irrigation project. We are relying on the Senate to restore these funds.

Thank you very much for the opportunity to make this statement and for your sympathetic attention.

TUESDAY, MAY 21, 1957.

ST. ANTHONY FALLS, MINN.

WITNESSES

DOSWELL GULLATT, MINNEAPOLIS, MINN.
STUART W. RIDER, JR., MINNEAPOLIS, MINN.
C. J. BINDNER, COAL TRAFFIC MANAGER, MISSOURI PACIFIC RAILROAD, ST. LOUIS
C. N. THOMPSON, WATERWAY ANALYST, ASSOCIATION OF AMERICAN RAILROADS, WASHINGTON, D. C.
GREGORY S. PRINCE, GENERAL SOLICITOR, ASSOCIATION OF AMERICAN RAILROADS

Mr. RABAUT. Is Mr. Gullatt here? I have you down here for 10 minutes, Mr. Gullatt, between you and Mr. Prince. Are you both proponents?

Mr. DOSWELL GULLATT. Yes, we are presenting evidence on several projects. The first witness I would like to introduce is Mr. Stuart Rider from Minneapolis who will speak in opposition to the St. Anthony Falls project.

STATEMENT OF STUART W. RIDER, JR.

Mr. RIDER. My name is Stuart Rider, of Minneapolis. I represent the 10 railroads in Minnesota which serve Minneapolis speaking in opposition to the St. Anthony Falls extension of navigation on the Mississippi River by which it is intended to extend navigation 4.6 miles at a total cost of $34 million. The proposed appropriation is $792,800 for 1957–58.

The project was originally authorized in "make work" legislation, Rivers and Harbors Act of 1937, contrary to the recommendations of the Corps of Engineers. Two locks are necessary for this project. One is about complete and the other one has not begun. So it is an appropriate time to stop construction on a project that is not economically justified.

The Corps of Engineers after two hearings has decided that the ratio of benefits to costs for completing the project only would be a bare 1.03, $1.03 in savings in transportation costs for every $1 of Federal funds.

However, since this decision of the Corps of Engineers two important developments have taken place in the Minneapolis area.

No. 1, since the decision of the Corps of Engineers the Minneapolis Area Development Corp., formed by the chamber of commerce itself, purchased 2,200 acres of flat, vacant, flood-free land on the Minnesota River, which is only 15 miles from downtown Minneapolis, which is excellently suited for industrial development. It is served by barges, railroads, trucklines, and all the utilities. The Minnesota River will cost between $2 to $3 million to be improved, and it will have 2,200 acres now organized for industrial development. Compare this with $34 million total cost for the so-called upper harbor to get over St. Anthony Falls and by the time you get there you will have about 150 vacant acres in north Minneapolis which is a congested area.

The second point, which is a recent development, is this: The Minneapolis chief engineer's strongest claim for benefits for transportation costs was because the city would want to barge in sand and gravel. This was accepted by the Army engineers. However, just 5 days ago, on May 16, 1957—the proceeding was started years ago, and not because or in relation to this program—the Minnesota Railroad and Warehouse Commission granted a very sharp reduction in railroad rates on sand and gravel from virtually unlimited deposits of high-grade gravel near Hastings, Minn., to Minneapolis. Because of this new rate issued 5 days ago, no gravel will move by barge.

This means that this project is no longer economically justified, costs exceed benefits, and appropriation should at this time be postponed. Its elimination from the budget will not materially harm the industrial life of Minneapolis which today is already served by river transportation both on the Mississippi and the Minnesota Rivers.

I have some documents I would like to submit for the printed record which are listed in my statement, and also I have been asked by a Mr. C. H. Klein, of Minneapolis, who is the leading gravel producer in Minneapolis, to include his statement.

Mr. RABAUT. Without objection we will put his statement in the record.

(The information referred to follows:)

STATEMENT OF STUART W. RIDER, JR., APPEARING ON BEHALF OF 10 TRUNK LINE RAILROADS SERVING MINNEAPOLIS, MINN., IN OPPOSITION TO APPROPRIATION FOR EXTENSION OF NAVIGATION ON THE MISSISSIPPI RIVER, ST. ANTHONY FALLS, MINN., CONTAINED IN PRESIDENTIAL BUDGET UNDER HEADING "LOCKS AND DAMS" AND SUBHEADING "MISSISSIPPI RIVER BETWEEN MISSOURI RIVER AND MINNEAPOLIS"

To extend navigation on the Mississippi River in Minneapolis only 4.6 miles (at a total cost of $34 million) the proposed appropriation for 1957–58 is $792,900. Recent developments in Minneapolis industry and transportation justify the elimination of this item from the budget.

Originally authorized in "make work" legislation, Rivers and Harbors Act of 1937, contrary to recommendations of the Corps of Engineers, the lower lock of the two locks required to carry navigation over St. Anthony Falls was started in 1948, and is now 92 percent complete. The upper lock has not been started. Thus, construction is now at a logical point to postpone further expenditure of Federal funds, particularly where the entire project never was, and cannot now be, economically justified.

Even the Minneapolis Chamber of Commerce in 1953 officially requested a review of the advisability of further expenditure of Federal and local funds for this project. Therefore, the Public Works Committee of the House of Representatives referred the project to the Corps of Engineers who conducted two hearings on January 19 and April 24, 1956. After the first hearing, the Board of Engineers for Rivers and Harbors found the project not economically justified. After the second hearing, the Corps of Engineers estimated that the ratio of benefits to cost of completion only, would be a bare 1.03, that is, a hoped-for $1.03 in savings in transportation costs for every $1 of Federal funds spent just to complete the project.

However, since this decision of the Corps of Engineers, certain fundamental changes have occurred in Minneapolis area industrial development and transportation which render completely outdated last year's findings of barely sufficient economic justification.

Because of the following changes, further expenditure of Federal funds, particularly at this time, is stripped of economic justifications:

(1) Since the engineers' decision on the upper harbor project, the Minneapolis Area Development Corporation (formed by the industrial development committee of the Minneapolis Chamber of Commerce) has purchased 2,200 acres of flat, vacant, flood-free land on the Minnesota River only 15 miles from downtown

Minneapolis, excellently suited for industrial development in the Minneapolis area. This land is well served by barges, railroads, trucklines, and all necessary utilities. Compare these 2,200 acres of vacant land with the scant 150 acres of vacant land in the congested north Minneapolis upper harbor area. Further compare the $34 million cost of extension of navigation to the upper harbor with the 2 to 3 million dollar cost of improving navigation on the Minnesota River. In Minneapolis attention is now definitely focused on the Minnesota River, no longer on the so-called upper harbor.

(2) At the same time the Corps of Engineers was conducting its hearings, the Interstate Commerce Commission was investigating rail rates on molasses from Louisiana to Minneapolis. Subsequently, the Commission authorized a sharp reduction in molasses rates, which has resulted in a return of most of the molasses shipments to the railroads. This eliminates nearly all of the $36,000 annual savings on molasses, which was included in the corps' estimated savings.

(3) On May 16, 1957 (only 5 days ago), the Minnesota Railroad and Warehouse Commission issued its final order granting authority for a reduction in rail rates on sand and gravel from virtually unlimited deposits of high-grade gravel near Hastings, Minn., to Minneapolis. The recently authorized rate of 75 cents per ton is substantially less than the barge rate plus truck rates from the harbor to site of use. The Minneapolis city engineer's strongest claim of benefits was based on savings from barge transportation of sand and gravel. The Corps of Engineers estimated substantial savings on this testimony. Now, because of the new rail rate, not one pound of sand and gravel will be transported by barge.

Annual savings were estimated to exceed annual costs by only $32,000—a return of only three-tenths of 1 percent. Correction of this outdated estimate by any of the three new developments renders the entire project without economic justification.

These three new and fundamental developments in the industrial and transportation picture in the Minneapolis area, namely, the very recent development of the large industrial site on the Minnesota River, the reduced rail rates on molasses, and the reduced rail rate on sand and gravel render further expenditure of Federal funds at this time for a 4.6-mile extension of navigation over a falls on the Mississippi River without economic justification. This appropriation can and should be postponed. Its elimination from the budget will not materially harm the industrial life of the Minneapolis area which today already has river transportation both on the Mississippi and the Minnesota Rivers.

I submit, to be made a part of the printed record, the following documents:

1. Railroads' statement to the Board of Engineers for Rivers and Harbors, dated January 16, 1956.
2. Railroads' statement to said Board, dated April 24, 1956.
3. Memorandum to Chief, Army Engineers, dated January 3, 1957.
4. Letter to editor from Algot Johnson, president of Al Johnson Construction Co., in charge of constructing this project.
5. Minneapolis Area Development Corporation's brochure on Valley Industrial Park on the Minnesota River.
6. Prospectus on Minneapolis Area Development Corporation's issue of common stock.
7. Certified copy of Minnesota Railroad and Warehouse Commission order on sand and gravel rates, dated May 16, 1957.

MAY 17, 1957.

Re extension of navigation on Mississippi River above St. Anthony Falls, Minneapolis, Minn.

COMMITTEE ON APPROPRIATIONS,
House of Representatives, Washington, D. C.

GENTLEMEN: I have been in the brick business in Minneapolis for 61 years, in sand and gravel production 30 years, and in concrete ready-mix operations during the past 21 years. I am president of Minnesota Sand & Gravel Co., president of Wunder-Klein-Donohue Co., and am interested in the ownership of several operating gravel pits and ready-mix plants in the Twin Cities area.

Based on a thorough knowledge of sand and gravel production and ready-mix concrete business in the Minneapolis area, I am now convinced that there will be no sand and gravel transported to Minneapolis by barge to the so-called upper harbor in north Minneapolis, even if navigation is extended to that loca-

tion. Testimony during the hearings before the Board of Engineers for Rivers and Harbors stated that the barge rate on sand and gravel from St. Paul to Minneapolis would be 25 cents per ton. I consider 60 cents per ton to be a conservative estimate of the average cost of moving gravel by truck from the dock to mixing plants. Sand and gravel would be loaded into barges on the Mississippi River from Grey Cloud Island, 13 miles south of St. Paul. From Grey Cloud Island to St. Paul the barge rate would be approximately 7 cents, from St. Paul to Minneapolis upper harbor 25 cents, and by truck to the site of use 60 cents, making a total of 92 cents per ton transportation costs, not counting cost of unloading sand and gravel from the barges and expenses for stockpile storage.

The Minnesota Sand & Gravel Co. owns a tract of land containing about 400 acres, with an estimated 40 to 50 million tons of high-grade sand and gravel. On May 16, 1957, the Minnesota Railroad and Warehouse Commission authorized a rail rate from this gravel pit near Hastings, Minn., to Minneapolis at 75 cents per net ton, a rate which had been agreed to by both the shipper and the railroad. The Minnesota Sand & Gravel Co. will bring high-grade sand and gravel, when needed in the Minneapolis area, in trainload lots from Hastings, Minn., to Minneapolis at a cost of at least 17 cents per ton less than transportation costs via barge. Therefore, it is my opinion that not a ton of sand and gravel will ever be transported to Minneapolis by barge.

As a taxpayer, may I add that I consider an additional expenditure of Federal funds amounting to about $21 million to complete the so-called upper harbor project to be unnecessary and unjustifiable.

Please include this letter as part of the printed record of the hearings which you are now conducting.

Very truly yours,

C. H. KLEIN,
Minnesota Sand & Gravel Co., Minneapolis, Minn.

Mr. RABAUT. What are the other statements you wish to put in the record? Are they voluminous?

Mr. RIDER. Some of them are and some are not, sir. They were statements before the Corps of Engineers when they made those hearings. A third one is a memorandum to the Chief of Engineers. Another one is an open letter to the Minneapolis papers by the president of the construction company which is building the harbor, questioning it. This is just showing what has been developed in the last 2 months.

Mr. RABAUT. That has to be filed with the clerk because we cannot put in any paper or anything like that.

Mr. RIDER. They have also a prospectus describing the Minnesota area development. The last is a certified copy of the Minnesota commission's order reducing the rates on sand and gravel.

Mr. RABAUT. Leave them with the clerk and we will look them over. The clerk will check them.

ARKANSAS RIVER AND TRIBUTARIES

STATEMENT OF C. J. BINDNER

Mr. GULLATT. May I present Mr. C. J. Bindner from the Missouri Pacific Railroad, St. Louis, in opposition to further work on the Arkansas.

Mr. RABAUT. We will be glad to hear you.

Mr. BINDNER. I am C. J. Bindner from St. Louis, Mo. At present I occupy the position of coal traffic manager of the Missouri Pacific Railroad. I have been delegated by the railroads serving the Arkansas River Basin to record their opposition to a grant of funds for the river development insofar as navigation only is concerned. Those

railroads are named in the statement which I submit and ask that it be incorporated in this record. That is this statement.

Mr. RABAUT. Without objection it will be put in the record.

Mr. BINDNER. Recent statements and activities of gentlemen of the Congress and others high in Government circles reflect a genuine concern with the size of the Federal budget and their desire as well as that of the public that the budget be cut. At a time like this the carriers believe that funds should not be allocated for things not needed or for which there is no economic justification. We respectfully submit the Arkansas project as to navigation comes squarely within that category.

The initial project submitted to Congress in 1935 included a navigation channel estimated to cost about $234 million, with annual charges estimated at $17 million and annual savings at $10 million on an estimated 7½ million tons of commerce. The district engineers, with general concurrence of the Board of Engineers for Rivers and Harbors and the Chief of Engineers, concluded that tonnage of 7½ million tons was not reasonably to be anticipated, and in view of the high cost of the work, the improvement was not economically justified.

In 1945 the Board of Engineers recommended the navigation feature be deferred until there is definite assurance that benefits will justify the expenditures.

A detailed study was made by a committee of experienced traffic men of the railroads to ascertain the potential tonnage and savings which could be attributed reasonably to a navigable Arkansas River. This study appears on pages 817 through 842 in the printed proceedings, hearings before a subcommittee of the Committee on Appropriations, House of Representatives, 84th Congress, 2d session. They reproduced that statement with the exception of a number of exhibits which set forth the data we are relying upon in great detail.

Mr. RABAUT. The exhibits can be filed with the committee but not in the hearings.

Mr. BINDNER. The study supports the conclusion that not more than about 1 million tons of commerce could be anticipated for the waterway. On that tonnage the savings, adjusted upward by 45 percent to take care of contingencies and expected future traffic increase, were found to be $2,622,000. The latest information we have is that it will cost $766 million to make the waterway navigable. I think that has gone up some since the figure that we have received.

As stated, when the costs were $234 million and the claimed savings were $10 million on a claimed tonnage of 7½ million tons, the navigation project was not recommended. Now that the costs have risen to $766 million and based on a realistic appraisal of tonnage and savings expectancy for the waterway, I respectfully submit allocations of funds for navigation would be wholly unwarranted and not in the public interest.

Mr. RABAUT. Do you want to put the rest of your statement in the record?

Mr. BINDNER. I would like to put this statement in the record.

Mr. RABAUT. Very well.

(The information referred to follows:)

STATEMENT OF C. J. BINDNER OPPOSING FUNDS FOR ARKANSAS RIVER AND TRIBUTARIES

I am C. J. Bindner. I have been delegated by the railroads serving the Arkansas River and tributary area to appear here on their behalf. They are the Atchinson, Topeka & Santa Fe, Chicago, Rock Island & Pacific, Kansas City Southern, Midland Valley, Missouri-Kansas-Texas, Missouri Pacific, St. Louis-San Francisco, and St. Louis Southwestern Railways. This appearance is in opposition to grant of additional funds for work on the proposed waterway and only as to the navigation aspects of the multiple-purpose plan. I have had over 30 years experience in transportation matters embracing among other things the making of special surveys incident to transportation matters, formulating rate adjustments and preparation for and appearances in proceedings before the Interstate and various State commissions and other regulatory bodies. I am a registered practitioner before the Interstate Commerce Commission. Among special surveys in which I have been engaged has been that dealing with the development of the Arkansas River for navigation purposes, particularly with regard to the survey report of the United States engineers insofar as it concerns prospective tonnage and annual savings claimed for the waterway.

Recent statements and activities of gentlemen of the Congress and others high in Government circles indicate a real concern with the size of the Federal budget. There is an apparent desire by the public and its Representatives in Congress for a drastic cut in the budget. Money ought not to be appropriated for any undertaking unless there is a real need for the undertaking and if the need is established the expenditures are economically justified. Development of the Arkansas River for navigation purposes clearly presents a case for which neither need nor sufficient economic justification has been shown.

On behalf of the railroads named I appeared before the Public Works Subcommittee, House Appropriations Committee, 84th Congress, on March 27, 1956. At that time I submitted a study which evaluated from standpoint of current conditions the factors pertinent to a showing of need for a navigable Arkansas River Waterway, the rate structures of the various transportation agencies, the tonnage potential and transportation benefits which reasonably could be allocated to the proposed waterway, and the effect of diversion of much-needed traffic from existing transportation agencies. On May 9, 1956, before the Subcommittee on Public Works, Senate Appropriations Committee, 84th Congress, I appeared in behalf of the same railroads and submitted a statement along with the study submitted to the House subcommittee in which I presented additional supporting data.

By those presentations I undertook to develop the pertinent matters among others set forth in the following paragraphs.

1. The railroads have a vital interest in creation of a navigable Arkansas River Waterway and a justified concern therein. Those for whom I appear alone have a road investment of over one-half billion dollars in Arkansas and Oklahoma, dedicated to performance of transportation in those States. These railroads are dependent in a substantial degree upon revenues derived from tonnage hauled within, into, and out of the area in the Arkansas River Basin on which to subsist and provide modern, dependable, and efficient service in the interest of the area and the Nation. There is no question that to the extent tonnage which the United States enginers have assigned to it would move over the waterway, it is tonnage which would be diverted entirely from existing transportation agencies, principally the railroads.

2. Arkansas and Oklahoma have a vital stake in preserving the health of their railroads. In 1955 wage and salary payments by the railroads for whom I speak accounted for $84 million for the 20,378 persons employed in maintenance and operation, aside from providing employment and earnings for many others in producing needed supplies and materials. Wage and salary adjustments subsequent to 1955 have further increased these outlays. Property taxes alone in 1954 were over $8,500,000.

3. Arkansas and Oklahoma do not lack transportation arteries. They have more than adequate coverage by transportation arteries with its 30 railroads in Arkansas aggregating 4,030 miles and 18 in Oklahoma aggregating 5,976 miles, a total of 10,000 miles; and with its numerous truck operations in the various categoriess (common, contract, private carriers) regularly using the 10,000 miles of high-type surface roads in those States, which are supplemented by many thousands of miles of low-type surface roads which could form the

basis of an expanded system by upgrading to high-type roads. Additionally, Arkansas is well provided with navigable water by the stretch of 346 miles of the Mississippi River forming almost the entire eastern boundary. Furthermore, northwestern Arkansas and northern Oklahoma, as well as State of Kansas, have available to them the Missouri River which has been extensively improved in recent years. Added to this are many miles of pipelines over which petroleum products are transported in and through Arkansas and Oklahoma. The proposed waterway would traverse no territory not now adequately provided with transportation facilities.

4. There is no economic justification for the Arkansas River Waterway. The railroads recognize that no form of transportation should be continued unless economic. At the same time they insist that any new or different agency of transportation should not be created and established unless these is economic justification therefor.

The initial project submitted to Congress in 1935 (contained in H. Doc. No. 308, 74th Cong., 1st sess.), included a navigation channel estimated to cost $233,941,450 with annual charges estimated at $17,048,588. Estimated annual benefits of $10,222,240 representing alleged savings in transportation charges on 7,500,000 tons—a cost-to-benefit ratio of 1.0 to 0.60. The conclusions of the district engineer, contained in the report and generally concurred in by the division engineer, Board of Engineers for Rivers and Harbors and Chief of Engineers, were that a commerce of 7,500,000, tons was not reasonably to be anticipated and in view of unreasonable cost of improving the river for navigation, such improvement was not economically justified.

Subsequently a special survey board prepared a report on the multiple-purpose plan including navigation. The navigation project, based on prevailing 1941 prices, was estimated to cost $345 million with annual maintenance chargeable to navigation of $19,545,000 and annual benefits of $19,606,000, the latter figure representing savings in transportation costs on 9 million tons reflecting cost to benefit ratio of 1.00 to 1.01. The report was submitted to Chief of Engineers with favorable recommendation of district and division engineers. The Board of Engineers for Rivers and Harbors, apparently not being convinced of the Federal Government undertaking all of the work recommended by the reporting authorities, held public hearings to obtain additional views and data. At that time the railroads by study limited to about half the number of commodities used by the engineers to compute their estimate of savings, showed the revenue savings were overstated—at least to extent of $12,752,000.

In submitting report on the multiple-purpose plan to Chief of Engineers September 11, 1945, the Board of Engineers made the following recommendations:

"The need for flood-control measures in the basin is not questioned. It is believed that the flood-control features of the plan are justified and should be authorized for construction, to supplement the existing and presently authorized works. *However, the Board is not convinced that the benefits to be derived from the navigation project warrants its construction at this time.*

"Accordingly the Board recommends that the multipurpose plan of improvements should be adopted as a basis for development of the Arkansas Valley, and the part involving the flood-control features should be constructed to supplement existing projects. *It is further recommended that the construction of the navigation features should be deferred until such time as there is more definite assurance that the benefits will justify the expenditures.*" (H. Doc. No. 758, 79th Cong., 2d sess., p. 18.) [Italics ours.]

Despite the Board of Engineers unfavorable report on the navigation features, the Chief of Engineers in his report to the Secretary of War, dated September 20, 1945, recommended the entire multiple-purpose plan of improvements. There have been progressive increases in the cost, annual charges, etc., as reflected in various congressional acts and annual reports of Chief of Engineers. These are as follows:

Year	Estimated initial project cost	Estimated annual charges	Estimated traffic in in tons	Estimated annual benefits	Ratio of cost to benefits
1935	$223,941,450	$17,048,588	$7,500,000	$10,222,240	1-0.60
1941	345,000,000	19,545,000	9,000,000	19,606,000	1-1.01
1946	435,000,000	10,545,000	9,015,000	19,740,000	1-1.01
1949	650,000,000	36,500,000	9,015,000	[1] 28,400,000	1-0.78

[1] Increase in benefits is based on 45-percent increase in railroad freight rates, 1941 to 1949.

Also, the following initial project costs and annual charges from annual reports of the Chief of Engineers are tabulated:

	Initial project cost	Annual charge
1950	$686,370,000	$38,390,000
1951	798,253,000	45,132,000
1952	821,951,000	46,052,000
1953	879,909,000	49,439,000

The Annual Report of the Chief of Engineers, United States Army, on Civil Works Activity, fiscal year 1955, shows the project costs were reduced from $909,360,000 shown in the 1954 report to $766,500,000 due to certain plan revision. Estimated annual charges on that measure of cost, employing usual formula, would be $39,359,500.

The Corps of Engineers have consistently refused to furnish background data or detailed information on the analysis and traffic figures relied upon by them to justify any benefit-cost ratios which have been submitted to the Congress other than those contained in the published report of 1946 and the Congressional Record.

Due to denial of an opportunity to review any later data developed by the engineers, we are without knowledge of what consideration, if any, has been given to changes in the traffic patterns and the many material reductions in rail rates on important commodities covered by the engineers' initial analysis. From the studies which the railroads have made of tonnage potential and transportation savings, they are convinced the figures used by the engineers are grossly overstated and a truer estimate of tonnage is very much less than the 7,500,000 which the district engineer, with concurrence of the Board of Engineers for Rivers and Harbors and the Chief of Engineers, found did not justify making the Arkansas River navigable in 1935, when the cost of construction was $233,941,450, or $532,558,550 less.

Results of carriers' study appear in succeeding paragraphs.

5. In early 1956, a committee of competent and experienced traffic men of the railroads for whom I appear made a detailed analysis of prospective tonnage which might be considered potential for the proposed Arkansas Waterway and estimate of possible transportation savings based on rates then in effect and probable charges which would be assessed by water carriers. The conclusions reached represented their judgment based on the best data available to them from a wide experience in traffic analysis, investigations made throughout the local areas affected by the project, and an understanding of the charges and traffic handled both in tonnages and commodities on existing waterways gained from review of published tariffs and reports, and from other sources.

The study which I submitted to the Public Works Subcommittee, House Appropriations Committee, 84th Congress, on March 27, 1956, sets forth in detail the data relied upon by the carriers' committee in arriving at the probable tonnage and estimated savings and the changes in traffic patterns and rate structures which entered into conclusions reached. Since that time there have been downward revisions in the rate structures, and others in contemplation, which would have some bearing on any proposed transportation savings. Based on the 1956 study, comparison of tonnage and savings of the engineers with that of the railroad committee was as follows:

Commodity	Shown in engineers' survey (table 14) [1]		Shown by railroad committee study	
	Tons	Savings	Tons	Savings
Automobiles	101,964	$590,925		
Sugar	164,527	777,658	21,000	$42,000
Coal	1,419,112	1,621,521		
Cotton	107,836	250,013		
Canned goods	98,489	326,575		
Scrap iron and steel	220,899	231,142	52,500	98,000
Iron and steel drums	8,494	51,065	8,500	18,700
Iron and steel articles	428,260	2,378,754	403,000	489,000
Iron and steel pipe and fittings	738,692	2,790,843		
Fertilizer	59,637	177,785	53,300	50,102
Petroleum and products	2,325,774	4,873,272	490,000	980,000
Asphalt	58,479	81,532		
Bauxite ore and alumina	242,495	265,659		
Grain and grain products	672,119	1,178,238		
Lumber	565,945	731,152		
Coffee	25,001	67,990		
Lead and zinc concentrates	131,700	69,080		
Soda ash	33,766	125,826	7,365	6,400
Rice	96,500	128,985		
Caustic soda	5,201	26,216	[2]	26,216
Salt	18,000	36,655	[2]	36,655
Sulfur	15,189	6,835	[2]	6,835
Less bargelot	1,424,497	2,598,216		
Less than carlot	14,759	65,000		
Miscellaneous (15 percent)				263,087
Total		19,606,000		2,016,995
Adjusted total				[3] 2,622,094

[1] Pages 56–57, H. Doc. No. 578, 79th Cong., 2d sess.
[2] Study not made of this commodity.
[3] Adjusted to reflect 30 percent increase to provide margin to take care of future traffic increase.

The $2,622,000 bears a ratio of cost to benefit of 1.0 to 0.066 using the project cost of $766,500,000 shown in the 1954 report with annual charges estimated at $39,359,500.

The wide difference in the estimates of the railroads and that of the engineers and the fact the even the optimistic appraisal of the Corps of Engineers places the project in a marginal category, prompts us to respectfully suggest to this committee of the Congress that before committing the Federal Government for additional expenditures of public funds for navigation on the Arkansas River, it gives consideration to having a complete and unbiased study made of all the factors used in arriving at the benefit-cost ratio by some qualified impartial agency of the Government or some outside study group and all background data which the Corps of Engineers have at present be made available for study. We are of the opinion that the Corps of Engineers have made some serious errors of judgment which if corrected would destroy any claim of economic justification.

Gentlemen, this navigation project will cost the taxpayers more than $1 million per mile and is one of the most expensive inland navigation projects attempted; 10 years have elapsed since Congress authorized this project—10 years in which construction costs have steadily spiralled upward and which have seen major changes in marketing practices and transportation facilities and transportation costs. The Corps of Engineers have made radical changes in the design and planned operation of the project. Conditions have changed enough these last 10 years to justify a complete reappraisal of a project of this magnitude with the background data and results available for the public to check and question. The $766 million required to construct this navigation project is a lot of money—enough, in fact to grant to each one of the 48 States $16 million with which to devote to needed things rather than to the project for which need has not been shown.

Respectfully submitted on behalf of:

Atchinson, Topeka & Santa Fe Railway Co., Chicago, Rock Island & Pacific Railroad Co., Kansas City Southern Lines, Midland Valley Railroad Co., Missouri-Kansas-Texas Railroad Co., Missouri Pacific Railroad Co., St. Louis-San Francisco Railway Co., St. Louis Southwestern Railway Co.; by C. J. Bindner, St. Louis, Mo.

ST. LOUIS, MO., *May 21, 1957.*

TUESDAY, MAY 21, 1957.

OUACHITA-BLACK RIVER WATERWAY

STATEMENT OF C. N. THOMPSON

Mr. GULLATT. May I present Mr. C. N. Thompson, waterway analyst of the Association of American Railroads.

Mr. RABAUT. Let him file his statement for the record because all you have left is a half minute.

Mr. GULLATT. Mr. Prince has a statement to make for the record, too.

Mr. THOMPSON. I would like to make these two statements with respect to the Arkansas River and the Ouachita-Black Rivers.

(The information referred to follows:)

TESTIMONY OF C. N. THOMPSON, WATERWAY ANALYST, ASSOCIATION OF AMERICAN RAILROADS, WASHINGTON, D. C.

The Arkansas River Waterway, if constructed, will cost the Federal Government and ultimately the taxpayers about $766 million, to say nothing of the annual maintenance costs.

The Corps of Engineers' evaluation of the average annual commerce and the transportation savings attributed thereto is defective. Both the annual tonnages of commerce and the transportation savings claimed have been overstated. A statement which I am filing with the committee with the request that it be made a part of my testimony points out the major errors in the corps' evaluation of the navigation project.

In this connection, however, it may be stated that one of the major errors in the corps' evaluation is its acceptance of vast tonnages of commerce, little, if any, of which are carried by barge-line operations on existing inland waterways. And, there is no known reason to believe that commerce would utilize the Arkansas River Waterway, if constructed. The most glaring examples of such commerce may be identified as cotton, lumber, bauxite, and unidentified less-than-barge-lot commerce. These 4 items claimed by the corps in its 1945 evaluation upon which the project was authorized account for 2,355,000 tons and $3,910,000 transportation savings. The history of existing waterways definitely indicates that not one of the respective articles of commerce and corresponding tonnages is a valid item to attribute to the Arkansas River Waterway.

When consideration is given to the fact that an estimated rental item of only $134,000 is all that enabled the Corps of Engineers to produce a benefit-cost ratio of 1.01, it is not difficult to comprehend the effect that the elimination of the 2,355,000 tons of commerce and $3,910,000 transportation savings would have on the 1.01 benefit-cost ratio.

In view of these facts, it is respectfully submitted that no valid basis exists to warrant the appropriation of any Federal funds with which to start construction of any part of the navigation project.

STATEMENT OF C. N. THOMPSON, WATERWAY ANALYST, ASSOCIATION OF AMERICAN RAILROADS, WITH REFERENCE TO THE ECONOMIC ANALYSIS OF THE ARKANSAS RIVER

On September 20, 1945, the Chief of Engineers, United States Army, transmitted to the Congress an economic report on the Arkansas River. This report appears in House Document No. 758, 79th Congress, 2d session. It was upon the basis of the Corps of Engineers' economic report that the project was authorized by the Congress.

Estimated commerce and savings.—In its economic report the Corps of Engineers estimated that the average annual commerce throughout the period of amortization would amount to 9,015,000 tons, and the estimated average annual transportation savings attributed to the total tonnages were stated as $19,606,000.

Unit savings differentials.—According to the Corps of Engineers' economic report, the estimated savings per ton applied to the commerce attributed to the Arkansas River, were considered as the difference between the lowest published rates in effect via the existing transportation media and the probable charges that would be applicable via private and contract barge operations on barge-lot commerce, and probable rates that would be assessed by barge common carriers on the less-than-barge-lot commerce by using the so-called Interstate Commerce Commission's *Ex parte 96* formula.

Basic evaluation errors.—In its analysis of commerce and tonnages and the evaluation of probable transportation savings deemed to be properly attributable to the Arkansas River, two basic errors were made by the Corps of Engineers: (1) the acceptance of commerce which does not (except sporadically) utilize barge transportation presently available on existing waterways of long standing, and (2) the use of constructed barge rates related to private and contract water-carrier operating costs for all commece except less-than-barge-lot commerce, and the use of constructed barge rates related to what has long been termed the *Ex parte 96*, formula for less-than-barge-lot commerce.

Error No. 1.—The Corps of Engineers erred in its acceptance of 1,258,711 tons of lumber, bauxite, flour, feed, canned food and cotton and in its acceptance of 1,429,000 tons of unidentified less-than-barge-lot commerce as being properly attributable to the Arkansas River, and in identifying the same as average annual tonnages throughout the period of amortization.

In support of this evaluation error, reference is made to the table below which shows the individual tonnages of those articles of commerce as compared to the tonnages thereof reported by the Corps of Engineers as utilizing barge transportation in the Mississippi River system and the Gulf Intracoastal Waterway during the year 1955, the latest year for which statistics are available:

Commerce	Tonnages		
	Claimed for the Arkansas in 1945	Reported in 1955 for the—	
		Mississippi River system	Gulf Intracoastal Waterway
Lumber	565,945	12,020	6,566
Bauxite	242,495		
Flour-feed	205,881	101,397	24,459
Canned food	136,554	14,688	18,578
Cotton	107,836	949	
Less-than-barge lot unidentified	1,439,000	76,025	88,272
Total	2,697,711	205,079	137,875

When consideration is given to the fact that the tonnages of the respective articles of commerce shown by the table for the Mississippi River system and the Gulf Intracoastal Waterway for the year 1955 were net tonnages (all known duplications eliminated), it is not difficult to visualize the extent that the Corps of Engineers overstated the tonnages it has attributed to the Arkansas.

In connecion with the less-than-barge-lot commerce amounting to 1,439,000 tons attributed to the Arkansas, it is pertinent to observe that, in the corps' most recent evaluation of the Overton-Red River Waterway, it excluded all less-than-barge-lot commerce. The reason for excluding the less-than-barge-lot commerce in evaluating the Overton-Red River Waterway is so well known that it was not even stated by the corps. That reason, however, is because speed and convenience greatly outweigh any possible transportation savings that might accrue by the use of barge transportation in lieu of overland transportation. Another reason is that barge lines generally are carriers of commerce in bulk—in fact, many single shipments of bulk commodities make up an entire tow ranging from 5,000 to 20,000 tons or more. In its decision (reported 280 I. C. C. 105), the Interstate Commerce Commission stated that, except for the Federal barge lines, all other barge lines could, for all practical purposes, be considered

as bulk barge-lot carriers. As a matter of fact, the major barge lines do not solicit but discourage the movement of less-than-barge-lot commerce.

Error No. 2.—The Corps of Engineers erred when it constructed barge rates for the Arkansas River in relation to private and contract barge operating costs instead of in relation to the common-carrier barge rate structure obtaining on existing waterways.

When, as House Document No. 758 (79th Cong., 2d sess.) discloses, the Corps of Engineers determined its estimated savings on barge-lot commerce as the difference between the lowest existing alternative common-carrier rates and rates developed from confidential information contained in the files of private and contract barge operators, they became highly inflated and unrealistic.

As an indication of the extent to which the average saving of $2.17 per ton claimed for the Arkansas River is unduly inflated, reference is made to the average saving per ton attributed by the Chief of Engineers to seven waterways for the year 1953 when he testified before a congressional committee in 1955. In every case, the average saving per ton for the Arkansas project exceeds the savings attributed to the other waterway analyzed.

In the table below is a comparison of the respective evaluations and relationships.

Waterways	Average saving per ton	
	Amount	Percent Arkansas River savings of that for the waterways listed [1]
Allegheny	$0.38	571
Cumberland	1.44	151
Illinois	1.14	190
Mississippi:		
Upper	1.45	150
Middle	1.26	172
Monongahela	.70	285
Ohio	1.46	148

[1] Average saving per ton, $2.17.

In this connection and since the so-called transportation savings are presumed to accrue to the public and not to special interests, the unit savings per ton should be represented by the difference between the lowest existing common carrier rates and barge rates constructed in relation to published common carrier barge rates applicable on the different articles of commerce transported over comparable existing waterways.

Error No. 3.—The Corps of Engineers erred in its analysis and evaluation of are Arkansas River Waterway and in recommending the construction thereof; and the Chief of Engineers erred in overriding the adverse recommendation of the Board of Engineers for Rivers and Harbors—the agency designated by the Congress to review navigation projects reports made by the Corps of Engineers.

When cognizance is taken of the fact that the benefit-cost ratio of 1.01 was achieved only by including an item of $134,000 attributed to rental of ground, it is not difficult to comprehend the extent to which the Corps of Engineers erred in its evaluation.

In view of the narrow benefit-cost ratio margin, and the fact that it is quite evident from the hearings before the Public Works Committee of the United States Senate, 84th Congress, 1st session, the Corps of Engineers has reevaluated the navigation project and very drastically increased the estimated annual transportation savings from $19,606,000 to about $40 million by including many wholly inapplicable and improper items, both evaluations are highly questionable. This action on the part of the Corps of Engineers, without affording the opponents of the project an opportunity to be heard or to examine the revised evaluation and justification advanced in support of the changes made, is highly questionable, particularly in view of the fact that it was upon the basis of this most recent evaluation that Federal funds were appropriated to permit construction to begin.

Due to the magnitude of the Arkansas River project in terms of Federal funds required, and the fact that no major navigation works have as yet been built and further, since the basic report of the Corps of Engineers upon which the project was authorized has been shown herein to contain not only errors of judgment but errors of fact as well, it is clearly apparent that any Federal funds presently appropriated or to be appropriated for the initiation of construction on any part of this project should be withheld, and the methods and practices followed by the Corps of Engineers to achieve a favorable benefit-cost ratio should be investigated.

TESTIMONY OF C. N. THOMPSON, WATERWAY ANALYST, ASSOCIATION OF AMERICAN RAILROADS, WASHINGTON, D. C.

There has been expended by the Federal Government for the construction, maintenance, and operation of the Ouachita-Black River as of June 30, 1955, a total of $15,745,295. And according to the annual reports, Chief of Engineers, United States Army, a further capital expenditure of $20 million is required to convert this waterway from a 6.5-foot to a 9-foot navigation depth.

A review of the waterborne commerce reported annually for this waterway for the period 1929–54 indicates a definite and drastic decline. The tonnage reported for 1954 by the Corps of Engineers is only 32 percent of that reported for 1929. The 1929–41 and the 1942–54 average annual tonnages were only 51 and 23 percent, respectively, of the 1929 tonnages.

Although local interests claim an average annual commerce of a little more than 1.2 million tons, the Corps of Engineers noted in its 1947–48 evaluation that the average annual commerce would approximate only 479,000. In accepting the 479,000 tons, and although noting that the trend of traffic was away from and instead of toward the waterway, and that the tonnages and savings estimated were premised upon very large increases over the then existing traffic without any reasonable basis upon which to assume any very rapid expansion, the district engineer recommended that the project be authorized.

From an examination of the tonnages, savings, and the corps' evaluation, it is not possible to reconcile the evaluation, recommendation, and authorization of the project. In the circumstances, it is respectfully submitted that no justification has ever existed to warrant the expenditure of Federal funds to make the project navigable. This is confirmed by the evaluation of this project made by the Chief of Engineers in 1951. There he showed a 0.3 benefit-cost ratio for the period 1929–48 and a 0.1 benefit-cost ratio for 1948. And conditions in the tributary area insofar as they were favorable to waterborne commerce, are no different today than they were in 1948, except there is less potential.

In connection with these observations I submit an analytical statement with the request that it be made a part of the record.

STATEMENT OF C. N. THOMPSON, WATERWAY ANALYST, ASSOCIATION OF AMERICAN RAILROADS, WITH REFERENCE TO THE ECONOMIC ANALYSIS OF OUACHITA-BLACK RIVERS

According to the annual reports, Chief of Engineers, United States Army, the Ouachita-Black Rivers were made navigable to a depth of 6.5 feet between the mouth of Black River, La., and Camden, Ark., a distance of 351 miles, about the year 1924. While 6.5 feet is the controlling depth, much greater depths obtain during a substantial portion of the year.

The total Federal expenditures for the construction, maintenance, and operation of this navigation project to June 30, 1955, amounted to $15,745,295.

The River and Harbor Act of 1950 authorized modification of the navigation project to provide 9-foot depths below Fulton, Ark. According to the Chief of Engineers, United States Army, the estimated cost of new work (1955) approximates $20 million.

Commerce, 1929–55.—According to the statistics collected and reported by the Corps of Engineers for the Ouachita-Black Rivers the annual tonnages of all commerce for the years 1929 to 1955 were as follows:

Year	Tons	Growth index [1]	Year	Tons	Growth index [1]
1929	429,542	100	1942	90,068	21
1930	415,520	97	1943	75,595	17
1931	212,764	49	1944	89,139	20
1932	195,317	45	1945	47,628	11
1933	167,231	39	1946	85,287	19
1934	127,204	30	1947	89,900	21
1935	146,013	34	1948	74,851	17
1936	175,973	41	1949	83,689	19
1937	227,621	53	1950	118,427	27
1938	150,763	35	1951	152,430	35
1939	220,287	51	1952	95,010	22
1940	155,046	36	1953	148,625	34
1941	246,790	57	1954	140,295	32
13-year average	220,774	51	13-year average	99,303	23

[1] Percent of 1929 tonnages.

The 1947–48 evaluation.—The evaluation upon which the modification of the project was authorized by the 1950 River and Harbor Act, indicates that while local interests claimed an average annual commerce of 1,248,595 tons the district engineer, Corps of Engineers, accepted only 479,000 tons as the probable average annual commerce. In so doing he noted, among other things, the following which appears in Senate Document No. 117, 81st Congress, 1st session:

"The Ouachita * * * presents the unusual case of an existing facility which is little used at the moment because of a migration of traffic away from, instead of toward, the waterway. * * *"

"The savings indicated are premised upon very large increases over present traffic, and there is no observable trend under existing conditions to warrant the assumption of a very rapid expansion to the forecast volumes."

Notwithstanding the preceding observations by the district engineer, and the further fact that the Board of Engineers for Rivers and Harbors, in its review of the evaluation, reduced the average annual commerce to 430,200 tons, the project was recommended by the Corps of Engineers and authorized by Congress.

Invalid benefit-cost ratio.—If cognizance be taken of the evaluation of this project by the Corps of Engineers, United States Army, in 1952, pursuant to request of the Committee on Public Works, House of Representatives, it will become clearly apparent that the benefit-cost ratio attributed to the 1947–48 evaluation by the district engineer, Corps of Engineers, was invalid.

In this connection it is pointed out that, according to the Chief of Engineers, there was a 0.3 benefit-cost ratio for the period 1929–48 and a 0.1 benefit-cost ratio for the year 1948. As a matter of fact the commerce reported for this waterway has never been such as would reflect a favorable benefit-cost ratio.

Construction funds not warranted.—Since it is quite evident that no bona fide favorable benefit-cost ratio has ever existed, and since existing conditions along the Ouachita-Black Rivers are not materially different today from what they were in 1948, insofar as the waterway traffic potential is concerned, any funds presently appropriated or to be appropriated for this project should be withheld and an investigation made of the evaluations of this project by the Corps of Engineers, such as was made of the Tennessee-Tombigbee and the Missouri Rivers' evaluations.

STATEMENT OF GREGORY S. PRINCE

Mr. PRINCE. Mr. Chairman, I have no prepared statement. If you will give me about 15 seconds I would like to say that I hope that your committee in a time such as this will examine all of these projects, projects which have the very narrowest of margins even under the methods employed by the Army engineers. Relying upon their estimates of traffic and their estimates of engineering costs, you are aware of what has happened to their estimates on the St. Lawrence waterway, for instance, in which they have missed by practically 100 percent

on the work actually being performed. When they come up with projects and urge this Congress to appropriate money for projects with a benefit-cost ratio of 1.03 to 1, 1.08 to 1, 1.01 to 1, as the basis on which the Arkansas River project was authorized, they would ask the Congress of the United States to appropriate $323 million for navigation alone so that some individuals could realize savings in excess of what it was going to cost the taxpayers of the Nation as a whole of about $195,000 a year.

Would any businessmen invest $323 million to realize that much excess above his costs? I ask this committee, which has shown more regard for the finances of this country than any other, to examine these projects, the ones which have been mentioned here particularly, St. Anthony Falls, the Arkansas, the Overton-Red River, and the Ouachita. I think you will find that none of those is worthy of the expenditure of money. Any benefits that they promise are long deferred, but the expenditures must come now.

I appreciate the moments you have given me.

Mr. RABAUT. Thank you.

Mr. GULLATT. Thank you, Mr. Chairman.

TUESDAY, MAY 21, 1957.

GRAND MARAIS HARBOR, LAKE SUPERIOR

WITNESS

HON. JOHN A. BLATNIK, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF MINNESOTA

Mr. BLATNIK. Mr. Chairman, thank you for the opportunity to make this presentation. I know the terrific pressure under which the committee is working.

Mr. BLATNIK. Mr. Chairman and members of the subcommittee, I greatly appreciate this opportunity to testify on a project of great importance to the people of northeastern Minnesota.

The project is the Grand Marais Harbor located on the north shore of Lake Superior, 105 miles northeast of Duluth, Minn., and 49 miles southwest of the international border. It is a small semicircular bay having an area of about 70 acres. The nearest improved harbor is at Two Harbors, Minn., 82 miles southwest.

The Grand Marais Harbor is one in a chain of harbors of refuge for lightdraft vessels along the shores of the Great Lakes. Harbors of refuge not only serve local boats, but they also enable small craft to proceed safely along any of the lakeshores and from one lake to another. With the great increase in recreational boating, these harbors are being used more and more by owners of boats from any States of the Union. Grand Marais is the supply center for a large and important recreational area, with such recreational traffic increasing rapidly. The excellent highways, the many scenic attractions in the vicinity, a cool summer climate and fine hunting and fishing have produced an increasing tourist traffic at Grand Marais and the consequent business incidental thereto.

Existing conditions, according to the Corps of Engineers, are such that it does not constitute a safe and adequate harbor of refuge for

small craft during the frequent southwest and northeast storms, and "further improvement is essential." Although severe cold weather, ranging down to 20° below zero, and colder, is common in winter in Grand Marais, the harbor is frequently open during that season for local traffic due to breaking up of ice by storms. Fishing on Lake Superior is especially profitable during the winter, and in consequence, strenuous efforts are made by the fishermen to use this harbor throughout the entire year. Its importance, therefore, is year-round and is not minimized during the winter months as are many Great Lakes harbors.

The existing project at Grand Marais is not considered to be adequate for the needs of present and prospective navigation by the Corps of Engineers. They recommend the deepening and widening of an inner basin and the construction of a protective breakwater at a cost of $254,000.

The Grand Marais project is not included in this year's budget request. The reason for this is not based on the merits of the project but only because necessary local commitments had not been received prior to the submission of the budget to the Congress. Since that time, however, the Village Council of Grand Marais has adopted the necessary resolutions and has met the requirements of the district engineers office. All that is needed now is the necessary funds to proceed with construction.

Approval of this project will not constitute any increase in the amount of the total appropriation. Because of its size it would qualify under the Small Authorized Projects Act under the language proposed in the President's budget which I urge you to adopt. Having set a $400,000 limit under the act for unauthorized projects last year I feel that in all fairness authorized projects under $400,000 should also qualify. The present $150,000 limit, I submit, is unrealistic and hampers the true intent and purpose of the SAPA.

I am sure this project would have been included in this year's budget if it were not for the fact that local assurances had not been received in time. With those assurances now complete and since approval of this project will not constitute an increase in the budget of this appropriation item I urge your favorable consideration of including the Grand Marais Harbor project as an activity under the Small Authorized Projects Act.

Mr. RABAUT. Thank you, Congressman.

TUESDAY, MAY 21, 1957.

MISSISSIPPI RIVER-GULF OUTLET PROJECT DAM 27, MISSISSIPPI RIVER

WITNESS

EVERETT T. WINTER, EXECUTIVE VICE PRESIDENT, MISSISSIPPI VALLEY ASSOCIATION

Mr. RABAUT. Now we will hear Mr. Winter.

Mr. WINTER. Mr. Chairman, first of all I want to express to you my sincere thanks for this time and the appreciation of the scores of witnesses who have come in in the last 2 weeks before this committee.

They have been treated most graciously and I know they all appreciate it.

I appear before you today on two projects. One of them is the Mississippi River-gulf outlet project, and if you would rather, I would just as soon file that statement.

Mr. RABAUT. Yes. Without objection, file your statement for the record. Are you justifying the budget, $375,000?

Mr. WINTER. Yes, sir; and if you want to get just a little bit generous we would like to start construction on the first segment of that project.

(The information referred to follows:)

MISSISSIPPI RIVER-GULF OUTLET (AUTHORIZED BY PUBLIC LAW 455, 84TH CONGRESS, APPROVED MARCH 29, 1956)

Mr. Chairman and members of the committee, you have before you consideration of a budgeted item of $375,000 to complete the advance engineering and design on the Mississippi River-gulf outlet project. The Mississippi Valley Association wholeheartedly supports this item and urges that it be put in the appropriation bill by your committee.

More than 1,200 delegates from 29 States attending the 38th annual meeting of the Mississippi Valley Association held in St. Louis in February 1957 endorsed the early completion of this project without a single dissenting vote. We are convinced of the need for and the importance of this project to the entire midcontinent area of the United States. We believe that as construction plans will be ready about July of this year for that portion of the waterway coinciding with the existing Intracoastal Waterway, and as this portion of the waterway will be a useful link complete in itself, we are justified in asking that some funds be made available this year to start actual construction. This morning's newspaper, the Washington Post and Times Herald, carried a story of a naval vessel crashing into the wharves at New Orleans because of the crowded conditions there. The New Orleans Item, under date of May 14, told of the grounding of a British ship, the *Hope Ridge*, a 5,200-ton motor vessel, which completely blocked the Southwest Pass, forcing other traffic to detour through the Southwest Pass. There are only two channels deep enough for seagoing vessels to reach the city of New Orleans. Fortunately, the other pass remained open. In describing the accident the New Orleans Item said: "The Southwest Pass is reputedly one of the trickiest port approaches in the Nation, particularly since recent heavy storms have shifted shoals in the pass." This project has been advocated for more than 100 years. Our association has endorsed it since 1942.

New Orleans is the maritime port for the Mississippi River and that stream drains 41 percent of the area of the United States. There is also a world port and the last war demonstrated the importance and the need for ready access to the Gulf of Mexico, and for ample dock and port facilities at New Orleans. The present atomic age emphasizes the need for dispersion and more than one avenue for the flow of traffic. Local interests have already provided approximately $66 million in local contribution and we believe that the benefits which will affect favorably the shipping pattern of the entire Mississippi Valley are a shorter route to the gulf, the reduction of hazards, loading and unloading of ships at gulf level, quicker turnaround, ample space, and an additional outlet. The project is of utmost importance to the national defense and for the continued growth of overseas commerce and inland waterway traffic.

DAM 27

Mr. WINTER. The other matter, Mr. Chairman, is regarding dam 27 on the Mississippi River at St. Louis. In the omnibus rivers and harbors and flood control bill passed by the Senate and now pending before the House of Representatives in the Public Works Committee there is an authorization for the construction of a weir dam to raise

the water level over the lower sill at Alton lock. The annual benefits of this project are approximately a million dollars, and the total cost of the project is a little over $5 million. We realize that until this project is authorized we cannot ask you for an appropriation. It had been hoped that the authorization would have been completed by this time. It is not completed. We have hopes that it will be completed by July 1. This is an emergency project. It has cost the operators a million dollars a month to have barges standing by to get over this lower sill during the low water season, and fuel supplies at Chicago, Minneapolis, and St. Paul have been jeopardized.

Mr. RABAUT. You may put your statement in the record. As you said, it is not before us yet.

Mr. WINTER. That is correct, sir. I would like very much to have that statement in the record.

Mr. RABAUT. We like to recognize the fact that you are right on the ball and know what is coming up.

Mr. WINTER. You have been again very gracious to me and I appreciate it, Mr. Chairman and other members of the committee.

Mr. RABAUT. Thank you very much.

(The statement referred to follows:)

MISSISSIPPI RIVER DAM NO. 27

In the omnibus rivers and harbors and flood control bill, passed by the Senate and now pending before the House of Representatives, there is an authorization for the construction of a weir dam to raise the water level over the lower sill of Alton lock. The annual benefits of this project are approximately $1 million, and the total cost of the project is a little over $5 million. We realize that until the project is authorized, it is impossible to appropriate money for the construction of the dam.

It has been hoped that the authorization for this project, which is practically without opposition, could have been accomplished earlier in this session of Congress so that we could have gone through regular channels in requesting an appropriation to start construction. The facts are that we do not know when the project will be authorized, but presume that it will be authorized between now and July 1.

This is an emergency project. Last year, because of the low water situation during the winter months, fuel supplies to Minneapolis, St. Paul, and Chicago were jeojardized and the inland waterway industry suffered a terrific loss because there was less than project depth of water over the lower sill of Alton lock. As many as 200 barges were tied up above and below this lock at one time waiting to be lightered so that they could pass through this lock.

This hazardous condition could happen and probably will happen each winter until the weir dam is built. If $1 million can be appropriated in this session of Congress to start construction of this project, we are informed by the Corps of Army Engineers that one less low-water season will exist than if no money is appropriated until the next session of Congress. Eighteen months will be required for the construction of the weir dam. We will ask you immediately after the authorization of this project for an appropriation of $1 million to prevent more than a million dollars in damages that would accrue in the delay of construction another 12 months. This appropriation, we presume, will have to be made as a supplementary appropriation after the regular appropriation for rivers and harbors and flood control has been passed.

We urge you to give this matter your serious consideration.

TUESDAY, MAY 21, 1957.

UPPER COLORADO RIVER BASIN

WITNESSES

HON. STEPHEN L. R. McNICHOLS, GOVERNOR OF COLORADO
HON. GEORGE D. CLYDE, GOVERNOR OF UTAH
PAUL A. RECHARD, REPRESENTING HON. MILWARD L. SIMPSON, GOVERNOR OF WYOMING
JOHN H. BLISS, REPRESENTING HON. EDWIN L. MECHEM, GOVERNOR OF NEW MEXICO
IVAL V. GOSLIN, ENGINEER-SECRETARY, UPPER COLORADO RIVER COMMISSION, GRAND JUNCTION, COLO.

Mr. RABAUT. On the upper Colorado River, Mr. Goslin.

Mr. GOSLIN. Mr. Chairman, my name is Ival V. Goslin. I am engineer-secretary of the Upper Colorado River Commission located at Grand Junction, Colo.

The Upper Colorado River Commission is an interstate administrative agency, created under the terms of the upper Colorado River Basin compact, executed at Santa Fe, N. Mex., on October 11, 1948, and, subsequently, ratified by each of the legislatures of the States and by the Congress of the United States. The commission represents the States of Colorado, New Mexico, Utah, and Wyoming, and has as its chairman a representative of the Federal Government, appointed by the President.

One of the major purposes of the commission is to aid in securing the expeditious agricultural and industrial development of the upper basin States, the storage of water, and the protection of life and property from floods. In order to accomplish this purpose, we are now seeking appropriations of funds by the Congress to continue the construction of the Colorado River storage project.

Witnesses sponsored by the Upper Colorado River Commission, who are testifying here today, are Governors or representatives of Governors of our four States. Each is accompanied by appropriate technical advisers.

At this time, Mr. Chairman, I would like to officially introduce into the record a statement by Mr. Ivan C. Crawford, director of the Colorado Water Conservation Board.

Mr. RABAUT. Without objection it will be placed in the record.

Mr. GOSLIN. I have seven of them. Do I need to read them?

Mr. RABAUT. Read them off.

Mr. GOSLIN. A joint statement by Mr. Allen Brown, vice president, and Mr. Philip P. Smith, secretary-engineer, Colorado River Water Conservation District.

A statement by Mr. Stephen E. Reynolds, State engineer of New Mexico, and secretary of the Interstate Stream Commission of New Mexico.

A statement by Mr. Paul A. Rechard, member of the Upper Colorado River Commission, and interstate stream commissioner for the State of Wyoming.

A statement by Mr. Earl Lloyd, State engineer of Wyoming.

A statement by Mr. Wayne D. Criddle, State engineer of Utah.

A statement by J. R. Bingham, director of the Utah Power and Water Board.

A statement by Mr. L. Y. Sideaway, executive secretary of the Vernal, Utah, Chamber of Commerce and manager of the Uinta Conservancy District.

Mr. RABAUT. Without objection those statements will be placed in the record at this point.

(The information referred to follows:)

STATEMENT OF IVAN C. CRAWFORD, DIRECTOR, COLORADO WATER CONSERVATION BOARD

I should like to present for the committee's consideration the position of the Paonia project, a participating project of the Upper Colorado Project Act, Public Law 485, 84th Congress, 2d session.

This project, whose estimated cost is $7,754,900, has been under construction for almost 9 years. Studies were initiated over 20 years ago and the first authorization for construction came in 1939. Further investigation led to a change in plans with the result that a revised report was issued by the Bureau of Reclamation in 1940.

World War II interrupted progress to a great degree although studies were continued and a second revised report came out in February 1946. The project was reauthorized by the 80th Congress on June 25, 1947, and an appropriation of $3 million was made. When bids were opened covering the construction of the principal structures they were found to be 50 percent higher than the estimate and exceeded the expenditure authorized for the construction of all the features of the project.

However, construction was initiated on the canal system although it has never been completed. Over $2¼ million have been spent on on the project to date. It is not a new start.

When the upper Colorado River storage project was in the planning stage, the Paonia was included and is 1 of the 10 participating projects authorized by Public Law 485. In this case there was a string attached. All of these participating projects were required to undergo an additional economic examination, this one to be made by the Department of Agriculture. We are informed that the report covering the Paonia is now in Washington in the hands of the Agriculture and Interior Departments and that the project measures up to the required standards.

Eighteen years after its first authorization in 1939 the framers of the project know that final plans for construction are completed, the economic survey has been made, and the Public Law 485 authorizes the resumption of work which came to a full stop in 1951.

The Paonia project is not a new start. Shortages of water, especially of late summer water, which could be eliminated by the construction of a dam continue to plague the farmers. They hope that an appropriation will be made so that the supplemental water required for successful farming may come to them at an early date.

STATEMENT OF A. ALLEN BROWN AND PHILIP P. SMITH RELATIVE TO PAONIA PROJECT AUTHORIZED AS A PARTICIPATING PROJECT OF THE COLORADO RIVER STORAGE PROJECT IN PUBLIC LAW 485

This statement was prepared by A. Allen Brown, vice president of the board of directors for the Colorado River Water Conservation District, and by Philip P. Smith, secretary-engineer of the district staff. Mr. Brown is the Delta County representative on the board of directors of the Colorado River Water Conservation District, which county contains virtually all of the lands to be served by the Paonia project.

The Paonia project is located on the north fork of the Gunnison River in Delta and Gunnison Counties in the State of Colorado. It calls for the construction of a reservoir for the storage of approximately 20,000 acre-feet of floodwater runoff at an elevation of about 9,000 feet above sea level. Under the plan, this water is to be released into the river and then distributed as supplemental water to the irrigated fruit and livestock lands lying under and

served by the 30 mile Fire Mountain Canal which extends along the north side of the North Fork Valley to Leroux Creek; thence by an extension ditch approximately 8 miles to Redlands Mesa—elevation about 5,000 feet.

The North Fork Valley was originally settled about 1883 and the landowners in the area have constructed a large number of irrigation ditches from the North Fork River and its tributaries, including construction of the Fire Mountain Canal which commenced in 1896. This canal has a decreed capacity of 90 cubic feet of water per second of time and has been enlarged by the Bureau of Reclamation at considerable expense to ultimately carry the additional water to be stored under this project.

One of the principal difficulties in connection with irrigation of land in this area has been that due to the rugged terrain of the mountains on both sides of the North Fork River, the local water users have been financially unable to develop adequate storage facilities, with the result that they have too much water during the spring flood period and then an insufficient supply during the last 3 months of the irrigation season.

The project is designed to furnish supplemental water for about 15,000 acres of fruit and livestock ranches and to serve approximately 2,000 acres of additional rich new land on Redlands Mesa which is likewise suitable for fruit and livestock purposes.

None of this land has been or is being used for the production of surplus crops and none of this area has been designated, nor is it contemplated that any part of it will be designated, as soil bank land.

The Paonia project was originally authorized by Congress on March 18, 1939. The first construction on the project, however, was provided for by the Congress on June 25, 1947. During the next few years $471,000 was appropriated and used for the enlargement of the Fire Mountain Canal and lining several troublesome reaches of the canal system. As yet, however, the much needed supplemental late season water which would be provided by the project when complete has never been available for use on the project lands.

Because of the severe shortage of water in the year 1934 and at the request of the water users in the area, the Bureau of Reclamation began investigation studies of storage possibilities in 1936. In order to facilitate the project, the water users in the area formed the North Fork Water Conservation District in 1941. On June 5, 1948, the water users in the district approved the repayment contracts prepared by the Bureau of Reclamation and the water users agreed to commence repayment beginning 3 years after the completion of the entire project. The sooner the additional water and benefits are made available, the sooner the repayments will commence.

During these intervening years, the water users in the area have continued on their own initiative to develop additional water rights within their financial means. The Overland Ditch & Reservoir Co. has secured conditional decrees for about 4,000 acre-feet of additional storage. The Fire Mountain Canal Co. has also filed enlargements on Lake Brennan on the headwaters of Anthracite Creek, and all of these additional waters will still be needed for use in connection with and supplemental to the main Reservoir contemplated by the Paonia project.

In anticipation of the construction of the Paonia Reservoir, the North Fork Water Conservation District has secured conditional decrees for the Fire Mountain Canal project enlargement from the North Fork River. These decrees cannot be made absolute or put to a beneficial use until the water is stored and made available to the river by means of the project reservoir.

Water is also needed for domestic and municipal purposes, industrial purposes, and recreation, including fishing. The town of Paonia has no storage facilities and has suffered severe shortages of water during the last 5 years. It is also anticipated that, in the reasonably near future, considerable quantities of water will be required for the development of coalfields in the North Fork area, which fields are estimated to contain approximately 6 billion tons of high-grade coal, including coking coal.

The assessed valuation of land and property in the North Fork Water Conservation District indicates a market valuation of said property of approximately $15 million, and it appears that the share of the cost allocated to the water users for repayment was well justified. It is a reasonable assumption that such additional water will materially increase the net income in the area by enabling the water users to produce more abundant crops and with less crop failures. More net income will result in more income tax.

The water users and the people interested in the project are grateful to the Bureau of Reclamation for the vast amount of study and investigation work

that has been done to date, as well as the work done on enlargement of the present distribution system. They are very anxious for the completion of the project for the reason that, until the reservoir is completed, no tangible benefits will be received.

We have been informed that the reappraisal report on the Paonia project by the Department of Agriculture is now complete, and that the definite plan report on the project by the Bureau of Reclamation is expected to be completed momentarily. In view of these conditions, it is hoped that the House Public Works Subcommittee, the House Appropriations Committee, and the House of Representatives will earmark funds in the reclamation appropriations for fiscal 1958 to provide for the initiation of construction of the required storage facilities for the Paonia project.

STATEMENT OF S. E. REYNOLDS, STATE ENGINEER AND SECRETARY OF THE INTERSTATE STREAM COMMISSION OF NEW MEXICO

The development of the Navajo irrigation project will provide approximately 115,000 acres of irrigated land, comprising about 1,100 farm units, which will support an estimated population of 17,000 Indian people on the farms and in related commercial and industrial enterprises.

The water for the irrigation of these lands will be furnished from the authorized Navajo Reservoir on the San Juan River. The project will consume over a third of the waters allocated to the State of New Mexico under the upper Colorado River compact of 1948.

A feasibility report on the Navajo project has been prepared by the Bureau of Indian Affairs and submitted to the Secretary of the Interior for his approval. This report shows that the project has a benefit-cost ratio of 1.39 to 1.

Topographic mapping of the presently unmapped portion of the project area lying within the reservation is essential for laying out the farm units and lateral distribution system of the Navajo project. Funds for this mapping must be made available in the budget for fiscal year 1958 if the loss of a full year in the development of final plans for the badly needed Navajo irrigation project is to be avoided. The appropriation of funds to expedite the planning of the Navajo irrigation project is consistent with the provisions of Public Law 485, which stipulates that priority shall be given to completion of planning for this project.

Following is an estimate of funds required for continuing investigation of the Navajo irrigation project by the Bureau of Indian Affairs in fiscal year 1958:

Establishing field horizontal and vertical control for topographic mapping of project area, 102,000 acres at $0.58 per acre	$59,000
Aerial photographs of project area by contract, lump sum	11,000
Preparation of topographic map of project area on a scale of 400 feet per inch, contour interval of 2 feet, 102,000 acres at $2.253 per acre	230,000
Total	300,000

As Governor Mechem has said, the State of New Mexico is acutely aware of the economic distress of the Navajo people, and is convinced that the irrigation project will provide her Navajo citizens with opportunity to achieve a respectable standard of living and independence of continued Federal assistance. Therefore, the State of New Mexico strongly urges this committee's favorable consideration of the inclusion of this reclamation item in the Department of the Interior's budget for fiscal year 1958, in order that the completion of the Navajo irrigation project will not be unduly delayed.

STATEMENT OF PAUL A. RECHARD ON COLORADO RIVER STORAGE PROJECT

Mr. Chairman and members of the committee, my name is Paul Rechard and I am director of water resources for the Wyoming Natural Resources Board and interstate streams commissioner for the State of Wyoming. I am here to speak for the natural resource board and the State in favor of adequate appropriations for the Colorado River storage project and participating projects.

Four of the participating projects authorized by Public Law 485 are in Wyoming. These are the Seedskadee, La Barge, Lyman, and the Eden projects. The Eden project is already mostly constructed, and appropriations for this

project are not included in the requested amount which is before the committee at this time.

Wyoming has chosen to concentrate on the development of the Seedskadee participating project, and we were very sorry to learn that the Budget Bureau did not see fit to include a request for appropriations to begin construction of this project. It is anticipated that all of the reports necessary will be ready by the end of this year and construction of the Seedskadee project should begin during calendar year 1958.

This project, as Wyoming would like to see it built, consists of a storage and diversion dam on the Green River (to be known as the Fontenelle Dam and Reservoir) and canals on both sides of the river downstream therefrom. The land to be irrigated is at present raw sagebrush land used for a limited amount of grazing by sheep. The land is predominately public domain and is used under the Taylor Grazing Act.

Also, I would like to assure you gentlemen that there is enough water to accomplish our purpose. Analysis of the streamflow records and the available data on uses of water in the upper Colorado River Basin indicates that the average annual flow of the Colorado River at Lee Ferry (the dividing point between the upper and lower basin) under virgin conditions would have been about 15½ million acre-feet during the 40-year 1914–53 period. Of this total average annual flow, 7½ million acre-feet are apportioned to the lower basin and 7½ million acre-feet to the upper basin by the 1922 Colorado River compact. Constructed and authorized projects in the upper Colorado River Basin (including the projects for which appropriations are being considered today) will use consumptively about 4 million acre-feet per year. This leaves 3½ million acre-feet of consumptive use per year still to be realized in the upper basin before full development of the water resources is attained under the 1922 compact apportionment.

Unfortunately, the high flow during the year on the Colorado River at Lee Ferry occurs during the spring and early summer months of April through July. This period of high flow does not coincide with the period of high demand for irrigation water which is during the July through September period. Because of this, storage in the upper basin is vital not only for long-period development, but to make it possible to meet the needs of irrigation, industries, and municipal developments.

Not only does the flow of the Colorado River vary throughout the year, it varies from year to year. The virgin flow, that is, the flow undepleted by the activities of man, of the Colorado River at Lee Ferry has varied from a maximum of 24 million acre-feet in 1917 to a minimum of 5½ million acre-feet in 1934.

Because of these variations, long-term carryover storage is essential if we of the upper basin are to meet our commitment of 75 million acre-feet in any 10-year consecutive period. Every engineer who has studied the upper Colorado situation has arrived at the conclusion that carryover storage is of primary importance for the further development and utilization of the water and other natural resources of the upper basin. Study indicates that over 30 million acre-feet of active carryover storage capacity is required if the upper basin is to meet its Lee Ferry delivery obligation and still consumptively use the 7½ million acre-feet per year apportioned it by the 1922 Colorado River compact. As additional streamflow records become available, it may be found that the required carryover storage capacity may be even greater.

Of course, other figures of the average flow of the Colorado River at Lee Ferry can be given—the deciding factor is the period of record used. The period I have chosen includes a group of years with high runoff and a group with low runoff, and is the best figure that can be stated at this time.

From the figures I have quoted above, it is obvious that there is enough water in the river to permit the upper basin to consume its 7½ million acre-feet, provided adequate carryover storage is available in the upper basin. At this time we are requesting appropriations to continue with the construction of the storage units authorized in Public Law 485, 84th Congress, 2d session.

STATEMENT ON COLORADO RIVER STORAGE PROJECT BY EARL LLOYD, STATE ENGINEER, STATE OF WYOMING

My name is Earl Lloyd. I am the State engineer for the State of Wyoming and before appointment to that position was for about 19 years deputy State engineer. In these positions, I have been rather closely connected with the

development of the Colorado River storage project and participating projects.

The purpose of my statement on behalf of the State of Wyoming is to urge that at this time you give favorable consideration to the provision of adequate appropriations for the construction of the Colorado River storage project and participating projects.

Development of the natural resources of southwestern Wyoming is closely tied in with the construction of this project. In addition to providing the means by which we can make beneficial use of the waters of Green River for the reclamation of a considerable acreage of land in our State, the water stored and power produced will make possible the development of the vast mineral resources of the area. Among others these consist of coal, oil shale, uranium, trona, oil, natural gas, and other strategic materials found in this stream basin.

Flaming Gorge Dam located on the Green River in northeastern Utah about 40 miles north of Vernal will create a reservoir extending about 91 miles upstream nearly to the city of Green River, Wyo. This reservoir will also provide excellent recreational opportunities and will make accessible the scenic beauty of the deep gorge of the Green River. In addition to providing about 4 million acre-feet of storage capacity for regulation of flows in the Upper Colorado River Basin, it will develop 85,000 kilowatts of power to further the industrial development of this upper section of the basin.

This reservoir, with the other storage units in the project, will insure delivery of water to the lower basin in accordance with the terms of the 1922 Colorado River compact. It will thus allow the use of our share of Colorado River water in Wyoming and the development of the participating projects located in our State.

Construction should also proceed on the authorized participating projects and at this time we urge that sufficient appropriations be provided to start construction of those participating projects, including the Seedskadee project in Wyoming, on which definite plan reports are or soon will be completed. Reports on the Paonia and Vernal projects have been completed and the Seedskadee report will be completed early this fall. Construction should be commenced on these at a very early date.

The Seedskadee project located along Green River with the lower end of the project area about 14 miles northwest of Green River, Wyo., will provide for the irrigation of about 60,000 acres of land. Crops produced would be largely utilized by the livestock industry of this area. The construction would provide additional employment opportunities which are now needed in the area because of decrease in the coal-mining industry.

Reclamation appropriations have already been drastically reduced from those in the period from 1949 to 1953 and we believe it is good business to make available sufficient funds that the development will not be unduly prolonged. The Colorado River storage project is vital to the development of the area and we urge that you give very careful consideration to the appropriation of sufficient funds to continue the construction of the storage project and participating projects at an accelerated rate.

THE STATE OF UTAH,
OFFICE OF STATE ENGINEER,
Salt Lake City, May 15, 1957.

PUBLIC WORKS SUBCOMMITTEE OF THE HOUSE COMMITTEE ON APPROPRIATIONS.

GENTLEMEN: Future growth of Utah and its upper Colorado River neighbors is dependent largely upon the water and power to be made available through the upper Colorado River project. This great project was long and seriously considered before it was authorized by Congress. The people of the Nation have been assured that it will be self-liquidating. Major costs will be repaid to the Government without fast tax writeoff privileges.

Sound business practices would provide sufficient funds for this authorized project to assure the rapid and orderly construction of the storage and participating projects. Very favorable bid prices on construction have been received. Such bids are definite evidence that it is practical and economically desirable to go forward at this time with an active construction program. Contractors are bidding in a competitive atmosphere that will assure economical construction. The early completion of these projects will hasten the beginning of repayments to the United States Treasury. Many returns and benefits will accrue to the

Nation as a result of such development. Money allotted to reclamation projects should not be considered as expenditures. They are capital investments that will be repaid to the National Treasury. In addition, they will broaden the tax base of government at all levels and will return indirectly many additional dollars.

In Utah, our total water resources are modest. We are rapidly reaching their ultimate development. For the final stages of water expansion, we must have a carefully planned program. The only remaining major undeveloped water resource of Utah is the Colorado River. Such waters can be used in this State only through construction of the storage dams and of the several units of the central Utah participating project.

The Vernal unit of this participating project is ready for construction, and water is desperately needed for the lands to be served. This need has been materially increased by a series of drought years. In an arid country, without dependable or adequate irrigation water supplies, fuller development of many natural resources which the Nation needs at the present time cannot take place. Also, human economies are constantly in jeopardy, especially with the existing drought condition. Thus, we feel that prompt measures should be taken to make the water available and put it to use. The Vernal unit construction is economically sound, it has been authorized, and water so sorely needed is wasting downstream. We feel that this certainly is ample justification for the appropriation of the funds necessary to permit an immediate construction program that will allow the early repayment of such funds to the Treasury.

We recognize that full development of our central Utah project is a major undertaking and that it will require many years to complete. The project is complex in its inner workings, but it is simple in its aims—to provide planned water and power supplies for Utah's major municipal, industrial, and agricultural centers. The early completion of the Vernal unit is one of the first steps along this pathway to progress for the Nation as well as the State.

We sincerely urge that favorable action to this request for adequate funds be taken by the committee so that we might move towards completion of this great project which will benefit us all.

Yours very truly,

WAYNE D. CRIDDLE, *State Engineer.*

STATEMENT OF JAY R. BINGHAM, DIRECTOR OF THE UTAH WATER AND POWER BOARD

"Seek you water, not gold, for it will provide our sound economic base," was Brigham Young's advice to Utah's first settlers. This advice is as true today as it was more than century ago when the pioneers entered Utah.

The struggle to develop our water resources in an arid area that has an average of only 11½ inches of precipitation annually, has been no easy task. From the beginning, cooperative effort was a necessity. The easiest and cheapest sources were developed first. As it became necessary to reach out greater distances to get water, new methods of developing water resources were needed.

Federal reclamation projects have made a great contribution by supplying needed water. To supplement the Federal program, Utah has found it advisable to finance small irrigation development and betterment projects. In 10 years this State reclamation program has made possible 76 projects costing in excess of $3,500,000. To meet our growing needs, the most recent session of the Utah State Legislature added $1 million to the revolving fund, providing for construction of small irrigation projects.

It is significant that of the 76 State projects built during the past 10 years up and down the State, no default in annual repayment has resulted. Our people have industriously put the water to use and from the added income have been able to meet development costs. In spite of our best efforts, we are 10 years behind schedule in our water development.

State. regional, and national interest demands that resource development must move ahead on all fronts. Investigations, planning, authorization, and construction must be maintained on a realistic level.

The Colorado River storage project offers the largest single source of water available to the State of Utah. The merits of this project are many and are well established. This comprehensive basinwide development has two main divisions, the storage units and the irrigation units.

Glen Canyon Dam, Flaming Gorge Dam, and the Navajo Dam are the authorized storage units that harness the erratic upper Colorado River system. Construction is underway and must be maintained.

Two of the irrigation units, the Vernal unit in Utah and the Paonia unit in Colorado, are ready for construction.

The rate of accomplishment and the realization of benefits are contingent upon adequate appropriations.

The State of Utah, in its modest program, has found it to be in the State's best interest to double the appropriations for construction of water development projects.

Economy must always be a consideration. True economy in this instance can be best achieved by a sustained adequate construction schedule that will provide a rapid return of benefits from the investment.

The competitive bidding on the prime contract for Glen Canyon Dam emphasizes that there will be no inflationary pressures created by construction. There is available labor and construction capacity; in fact, Utah's employment and construction indexes for 1957 are below the 1956 level.

Economy and economic conditions alone, justify a substantial appropriation. Water is still more valuable than gold. Our people know the value of these projects. They expect and are willing to repay the costs.

STATEMENT OF L. Y. SIDDOWAY, MANAGER, UINTAH WATER CONSERVANCY DISTRICT

The Vernal unit of the central Utah project is urgently needed by the people in Vernal, Utah, to stabilize an agriculture and livestock industry that has been seriously depressed for a good many years. This project was authorized as part of the Colorado River project. The project has been thoroughly examined and investigated over the past 53 years by the United States Bureau of Reclamation and other agencies. It has been determined by the Bureau of Reclamation to be economically feasible. Favorable reports have been made on this project by the United States Department of Agriculture.

The area to be served by this project covers 15,022 acres of presently irrigated farmland out of approximately 40,000 acres of irrigated lands in the general area. (No new lands will be supplied with project water.) The project provides for a holdover reservoir of 40,500 acre-feet along with a feeder canal from the only source of supply, a diversion dam, 1 new supply canal to service the area, some drainage features and lining of canals. Recreations, and culinary and industrial water are part of the project. Total project cost is $6,875,000. The holdover reservoir will serve to level out the highly erratic streamflow in May and June caused from the melting snows in the Uinta Mountains. This impounded water will then be supplied for use during our shortage period—July, August, and September. Water supply records show that in the past 20 years there has not been 1 single year in which project lands have had an adequate irrigation supply. The only way to alleviate this condition is to regulate the flow of the stream.

This project is not a contributor to the crop surplus problem. Lands in this unit are used for raising crops supplemental, in a large degree, to the livestock industry. Alfalfa utilizes the greatest acreage, 37 percent. Other major crops grown include corn for silage, 9 percent; grass pastures, 26 percent; and some small grains, 28 percent. Each year supplemental livestock feeds are shipped to Vernal to provide winter sustenance. This is a serious drawback as Vernal is 122 miles from a railroad and the physical features do not lend themselves favorably to supplying feeds from great distances. Crop failures are common. Farm and livestock operators are being forced out of business, in a large part the result of the drought conditions that exist year after year.

Canal and reservoir companies through other means have developed the present system of diverting water from the supply to the point of use, as well as building some small storage units. The initiative of early settlers in building these irrigation features is certainly typical of many other western communities. The easily developed projects are a thing of the past. People are now occupying farms, their economy is based on agriculture and livestock; if these people cannot derive a living from the soil they are forced to move, creating another dying town, typical of many small communities in Utah.

As a result of the Vernal unit, 1,500 acre-feet of culinary water will be supplied to existing communities of Vernal, Maeser, and Naples. Extensions of these

systems may supply culinarly water to a large part of the area now not being served.

Industrial development in this general area will be enhanced by making water available. Many natural resources exist, mostly undeveloped. Oil shale, billions of tons, exist here in the Uintah Basin. North of Vernal, 12 miles, in the Brush Creek area, rock-phosphate deposits occur. These phosphate deposits constitute one of the major undeveloped reserves in the Nation, undeveloped as a result of a lack of power and water. Five miles southwest of Vernal along Asphalt Ridge an estimated 2 billion tons of bituminous sandstone occur. This resource is currently being explored for development. The water demand for this development is 15-cubic-foot-per-second continuous flow. Gilsonite is currently mined in large quantities south of Vernal. Many other natural resources will be developed as water and power become available from the Colorado River storage project and the central Utah project.

To comply with the authorizing act, Public Law 485, 84th Congress, and with the urging of the United States Bureau of Reclamation, the people of Uintah County have formed a conservancy district. The district was created according to Utah conservancy law by the district court on December 18, 1956. The people of Uintah County are ready and willing to contract with the Federal Government for repayment of all reimbursable costs to construct the Vernal unit of the central Utah project. For all these reasons, we urge consideration of an appropriation to commence construction during fiscal year 1958.

We, also, urge consideration for the other participating project now ready for construction under the same authorization, the Paonia unit in Colorado.

Mr. GOSLIN. Our first witness, Mr. Chairman, will be Governor McNichols of Colorado. Thank you for allowing me to make this introduction.

Mr. RABAUT. We shall be very pleased to hear you, Governor McNichols.

STATEMENT OF GOV. STEPHEN L. R. M'NICHOLS

Governor MCNICHOLS. Mr. Chairman, I would like to mention a little bit of background here, which I think will take about 5 minutes.

I think you gentlemen are aware of the fact that the upper basin States furnish about 91 percent of the water in that area and furnish it to the lower basin States. In 1922 the upper basin States sat down with the lower basin States and agreed on the division of water in the upper Colorado River. We allocated half of that water to the lower basin States, California and Arizona.

After that job was completed and it was ratified by the States and the Congress, the lower basin States received all their lower basin development. They got the Hoover, Parker, Davis, and Imperial Dams, and received the development of the lower basin. There was a distinct understanding at that time that later on the upper basin States would receive their development, multiple-use projects and the participating projects.

We are appearing here, the four governors, asking the Congress to keep faith with the people in the upper basin States because this water is something which is life or death to us. It runs down the river, and if we cannot put it to beneficial use by these storage projects, then of course the water is gone and our development is impossible.

So we are supporting here the approciations for Glen Canyon, Flaming Gorge, and the Navajo and Curecanti projects, but more particularly, at least insofar as Colorado is concerned, we are interested in some of these participating projects. There is one project which has been kicking around the Congress here for a good many years, and that is the Paonia project. The Vernal and Paonia projects

are projects which have been authorized, and the reports are imminent. If you will recall this Paonia project—and you probably have heard of it—it was started in 1936. It was authorized in 1939 and again in 1947. In 1948 appropriations were made for that project, I believe about $3 million. It was a three-phase project, one the dam, the next the canal system, and then the extension of the canal system. The bid cost exceeded the appropriation. The war came along and the project was halted because, I suppose, of materials and other things. That $3 million which was appropriated at that time was to cover the full three phases of the program, but it did not. There was not enough money to go around. You have the odd condition here of the second phase of the program, the canal system, having been built and the Government has, I believe, about a million and a half or $2 million in this canal system.

There is a debt existing against that canal system but we cannot pay the debt off until we get the dam and can distribute and sell the water.

Mr. RABAUT. What debt?

Governor MCNICHOLS. Against the canal system. That was built, the second phase of the program, the canal system, was built but the dam was not built.

Mr. RABAUT. The Government built the canal?

Governor MCNICHOLS. Yes; the Bureau of Reclamation. The Government has about a million and a half or two million dollars in this project. We would like to see some money under the pending appropriation applied to the project. I may be a little premature here in that all the reports are not in on this project. They are in the Interior Department and en route to the Executive Office and the Bureau of the Budget.

Mr. RABAUT. They have $30,067 here. A definite plan will be completed during the current fiscal year. During fiscal year 1958 preconstruction surveys and negotiations with the water users are scheduled to continue.

Governor MCNICHOLS. I think the money for this is in the $25 million which is in the budget. That is for investigation. Is that not right?

Mr. RABAUT. That is what this is. This is the sum for that particular project, $30,067.

Governor MCNICHOLS. That allocates no money for the construction of the project. The plans are ready. It is all set to go if we could just start the project.

Mr. RABAUT. They are putting $25 million in the bill to get that going.

Governor MCNICHOLS. Yes; but most of that is for servicing of Glen Canyon, Flaming Gorge, and Navajo.

Mr. RABAUT. And "Transmission Division, $100,000."

Governor MCNICHOLS. But there is no money, as I understand it.

Mr. RABAUT. Advance planning, $1,142,000.

Governor MCNICHOLS. That is for the other participating projects. This one is through. This one is ready to go. They are ready to let bids. As I say, it has been around here a long time and we would like to see, say, a million—I think the Bureau estimates $1,900,000—to get that project under way.

Mr. RABAUT. This year, in the project I have just mentioned, is $13 million. This is up $10 million. This is up to $25,142,000. In this planning there is this year $30,000 for the Paonia project which you just mentioned to me. Is that the one you are talking about?

Governor MCNICHOLS. That is correct.

Mr. RABAUT. There is also a note here that during fiscal 1958 preconstruction surveys and negotiations with the water users are scheduled to continue.

Governor MCNICHOLS. I think those are all completed. Are they not?

Mr. GOSLIN. This was advance planning that Congressman Rabaut is talking about. You are talking about construction money.

Governor MCNICHOLS. I am talking about construction money.

Mr. RABAUT. I see.

Governor MCNICHOLS. We know this money is in that $25 million but that, of course, does not give us anything for the construction of this project.

Mr. RABAUT. I see.

Governor MCNICHOLS. Congressman Aspinall previously testified here that these two project, the Vernal and Paonia projects, are projects which are very important to us at this time.

Mr. RABAUT. How much are you asking for construction of these?

Governor MCNICHOLS. I think the Bureau estimates—and I get this indirectly because those reports are, I believe, on the way to the Executive and the Bureau of the Budget—$1.9 million. We would just like to get the project started.

I have filed a statement here and I know Governor Clyde has something to say on these projects. I want to make the point that I think in view of the fact that many, many hundreds of millions of dollars have been spent on the lower basin for its development and 91 percent of this water originates in the upper basin, that the upper basin States are entitled to this development, at least a beginning. That is all we are asking.

I thank the committee very much for the opportunity to be heard.

Mr. RABAUT. Thank you, Governor, for your statement.

(The statement referred to follows:)

Mr. Chairman and members of the Public Works Subcommittee of the House Committees on Appropriations for the Upper Colorado River Basin Development Act: For the past half century, lands and waters of the great Colorado River Basin have been the subject of extensive engineering and economic surveys, with a view of developing this vast area for the common benefit of the entire United States. One-twelfth of its land area is encompassed within the drainage basin of the Colorado River.

The records and debates in Congress preceding the enactment of the Colorado River storage project contain convincing evidence that Congressmen from all parts of the United States are acutely aware of the national benefits to be derived from an orderly and systematic development of the Colorado River Basin.

My obvious purpose in being here is to discredit the unwarranted and mischievous attacks still being directed against the authorized development of the upper Colorado River Basin by a noisy and desperate minority. These attacks take various forms and employ a multitude of tortured arguments, the purpose

being to keep a vast portion of the western United States in sterile bondage to southern California.

These detractors have broken faith with the people of the upper Colorado Basin and with the people of the United States. Long ago it was a mandate of this Congress that the seven States of the Colorado Basin should resolve their differences before there could be any Federal assistance to the development program. The 7-State compact resulted, ratified by the legislatures of the 7 States and consented to by Congress. I wish to point out as an observation of the equities that the upper basin States of Colorado, Wyoming, Utah, and New Mexico contribute 91 percent of the average virgin flow of the Colorado River as it reaches the Mexican border. California contributes nothing to this flow. Yet in order to permit the subsequent construction of Hoover, Parker, Davis, Imperial, and other storage reservoirs by Congress for the exclusive benefit of the lower basin States, and primarily California, the upper basin States relinquished their right to half the flow of the Colorado River with the distinct understanding that in due course the upper basin would be developed also.

We in Colorado have been proud to contribute to the economy of other States and it is our earnest desire to see California prosper. There are sincere people in California today who wish to see us prosper likewise, and who fully realize that much of the great development in southern California would not have been possible without the consent and active assistance of the upper Colorado compact States.

We believe, as this Congress has believed, that the development of all the Colorado River Basin is essential to the economy of this country. The upper Colorado Basin is one of great abundance in natural resources and scenic grandeur. It is an area which produces some 90 percent of the uranium mined in this country. The oil shale deposits of western Colorado contain the world's greatest known petroleum reserves, not to mention one of this country's greatest coal deposits. Our lands are capable of producing specialty crops and sustaining large numbers of sheep and cattle. Yet the all-important factor in the development of these resources and enterprises is the water which flows from the winter snows that fall in the upper States and the electrical energy which it will generate.

We have dealt with our neighbors with an abiding sense of fairness and generosity. We can go no further. We feel that our interests are now the interests of all the people of the United States and that further delay of development of the upper Colorado River Basin will be a grievous injury to all.

The Upper Colorado Storage Act envisions a basinwide development of the great water resource of that area—the Colorado River. First, in this development, must come the construction of the income producing installations like the Glen Canyon and Flaming Gorge plants in Arizona and Utah. The electricity produced and sold makes the entire basin program self-supporting. Hence the necessity of their completion at the earliest possible moment.

Glen Canyon powerplant will be the moneymaker, manufacturing power at a low cost and making this power available to the highest bidder at a price which will develop the natural resources of the basin and bring new industries to the area. Ultimately the dam will assume the function of river control, and make it possible for the upper States to meet at Lee Ferry, their compact obligations to the lower basin.

Flaming Gorge is a storage unit of the Colorado River storage project which will have the primary function, initially, of flood control and production of power. Revenue from the power is to be used for repaying the power cost of the dam and assisting thereafter in the repayment of irrigation projects.

The Navajo Dam and Reservoir in New Mexico provides storage and regulation for the river and at a later date will provide a supply of water for 115,000 acres of Indian lands.

The construction of Curecanti Dam on the Gunnison River in Colorado will complete the construction of revenue-producing projects authorized by Public Law 485. Situated in the midst of immense, almost inexhaustible, natural resources of coal and oil shale, this plant, in times of national emergency, will be of incalculable value to the entire Nation. Unfortunately at this time, it is not in line for an appropriation. The project has been authorized and the additional report required by Public Law 485 has been completed. At the next session of Congress an appropriation to start this project will be requested.

I should like to call your attention to the participating projects of the upper basin. A participating project is one which is built for irrigation purposes and

which participates in the income from the sale of electricity generated by the large main river plants. There are 10 of these projects authorized by Public Law 485. However, in each case, a condition has become attached; a restudy of agricultural economics involved and a report thereon is required.

The Upper Colorado River Commission asks for the inclusion in the appropriation bill of 1 participating project from each of the 4 States. For two of these projects, the Paonia and Vernal units, this report has been completed and reviewed in the field by both the Interior and Agricultural Departments.

The Paonia project is not a new start. Final plans for construction are completed. We earnestly plead for an appropriation to start this 10-year old uncompleted and much-kicked-about project on its way to completion.

The Vernal unit is a portion of the central Utah project. When completed, supplemental water will be delivered to 15,022 acres of land.

The Seedskadee project in Wyoming and the Hammond project in New Mexico are authorized and in each case the agricultural economics survey is now underway. The former would bring in 60,000 acres of new land and the latter 3,670 acres.

I am proud to be allied with the governors of the other upper Basin States.

We are not here to plead the interests of our respective States as such. The early completion of all the projects mentioned are of equal importance to the States concerned, and likewise, equally important to the economy of the entire United States.

STATEMENT OF GOV. GEORGE D. CLYDE

Mr. RABAUT. Governor Clyde is next. We shall be pleased to hear you now, Governor.

Governor CLYDE. Gentlemen of the committee, as the chief executive of the State of Utah, I take this opporunity to call the attention of your honorable committee to a matter of national concern. The great thirst of cities, industries, and agriculture for water is increasing at an alarming rate. In the arid areas, local supplies are rapidly being exhausted and we must reach out greater distances to get needed water.

Utah and her sister States, Colorado, New Mexico, and Wyoming, must develop added sources of water to provide for their people and to unlock the treasure chest of minerals and energy that is located within their borders and that is needed by the entire Nation.

These four upper Colorado Basin States are dependent on water that originates within their borders. No other water is available. Conversion of sea water and diversions from distant streams can supplement the water supplies of coastal States. Our sources are limited because we live at the top of the watershed and the distances and lifts are great. Needless to say, water is the limiting factor in our development and economy.

The need for, and the benefits to be derived from, the Colorado River storage project and participating projects are well established and have been thoroughly set forth, analyzed and debated in hundreds of pages of hearings before committees of both houses of the Congress. It is not my purpose here to review all of this testimony or to refight the battles that took place more than a year ago on the floor of the House and before the House committees.

I have, very briefly, summarized the principal arguments in favor of the project, to refresh your minds. But the purpose of my appearance here today, and the purpose of this august committee's deliberations, is not to determine whether or not this project shall be constructed; that has already been determined. The project has been approved and several million dollars already have been spent on preliminary engineering and construction.

The question which you gentlemen must decide, and toward which decision I hope to furnish you some useful facts, is at what rate the construction can most economically proceed—specifically, how much money should be appropriated for work on the project in the next fiscal year. Your approach to this problem is that of sound-business men, seeking to spend most wisely and advantageously what money may be available. It is precisely as businessmen, as investors for the Federal Government, that I approach you today. I hope to be able to show you that excessive delay in the construction of this project would be as wasteful as excessive haste.

As you know, 99 percent of the Federal investment in the Colorado River storage project will be paid back to the Federal Treasury by the users of water and power. However, repayment will not begin until construction is completed on any given unit of the project, and that unit goes into operation.

In other words, so long as construction of a unit of the project is unfinished—whether the construction period stretches over 5 years or 50—the Government will be paying out money. When construction is completed, money will soon start coming back into the Treasury. As businessmen, you can appreciate the value of getting construction completed as rapidly as is economically sound.

In addition to the direct repayment of construction costs, through contracts with the water and power users, the Federal Treasury receives substantially benefits from the taxes paid on the new wealth created by any reclamation project. A Bureau of Reclamation study shows that the total direct taxes paid, solely on the new wealth created, wealth which would not have existed without the reclamation projects that brought water to the land and power to the homes and factories, on all reclamation projects built since 1916, has been 125 percent of the construction costs of all recalamation projects built since the passage of the original Reclamation Act in 1902. One-quarter more than the total of all money spent on reclamation construction has come back into the Treasury in taxes. Many of the projects included in the study I have quoted have not yet come into production, or into full production. A study of selected projects that had been completed and operated for a reasonable period of time is even more impressive. The return to the Treasury in taxes averaged more than four times the total construction costs of these same projects. In my own State of Utah, we have one of the early reclamation projects, the Strawberry project, that is now rapidly approaching completion of its repayment period. A careful and impartial study of the economic effect of this project on the area it serves is positively startling. I might add that is the project on which I was born and raised and I know it very well. The taxes on the new wealth, wealth which could not possibly have existed without this project to bring necessary water to the parched lands of the region, total each year more than the total construction cost of the project. Let me repeat that, to make sure it is clearly understood. Every single year—and this has been true for many years and will continue indefinitely into the future—every single year, the Federal Government receives more in direct taxes on the wealth created by the Strawberry project than the project cost to begin with. And please remember that this is in addition to the direct repayment by the water users of nearly all of those construction costs. The new tax wealth

is what modern popular slang would call "gravy" for the Federal Government.

Now I shall not attempt to forecast exactly how much new tax wealth will come from the operation of the Colorado River storage project as compared to its construction costs. But it is plain from every past experience which we have for comparison, and from any analysis of modern conditions we may wish to make, that there will be a very substantial return to the Treasury in taxes on the new wealth which will be created by the operation of this project—when the project is completed and in operation. In other words, an unreasonably slow rate of appropriating funds for construction will only postpone the day when the Nation will begin collecting dividends on its investment.

There are many other benefits, less direct but no less real than those I have discussed, which will be derived from this as from all other reclamation projects. Business will be stimulated in the immediate area of the project, and also trade and commerce with distant parts of the country. Like ripples on a pond, the economic stimulus of a new reclamation development goes out to the farthest corners of the Nation. These less direct and tangible benefits have a fully tangible and obvious effect on the regional and national economy. The general prosperity which reclamation promotes is of real value to the Nation and brings many, many new tax dollars into the Treasury in one way or another.

Once again, it is obvious that this stimulus to the economy cannot begin until the reclamation projects have been built and placed in operation. The return on the investment is no less certain in the end, but this benefit can be hastened or postponed.

It would be possible, of course, to move ahead too fast. Making money available at a faster rate than it could be wisely and efficiently spent would be wasteful. But going too slowly is likewise wasteful, because it prolongs unnecessarily the time the Government will be paying out, and delays the day when returns will start coming in.

Already more than $13 million have been wisely spent on getting the Colorado River storage project underway. The most accurate calculations I have been able to assemble indicate that the Bureau of Reclamation could efficiently spend on this project in the next fiscal year at least $8 million more than was included in the original budget estimate. I strongly urge you to appropriate the full amount that can be efficiently used this year as a matter of sound business practice.

The overdue and urgently needed development of the upper Colorado River requires the expenditious completion of Glen Canyon Dam, which is already under construction. This mighty, multiple-purpose structure, when teamed with Flaming Gorge, Navajo, and Curecanti, will harness the river and put the water and power to use for the benefit of mankind, and provide the basic units for the ultimate total consumptive use of the water which was the intent of the signers of the compact of 1922. These dams are the only means of controlling the erratic Colorado so that the rights given the upper basin States by the compact can be realized. They also stand as guaranties to the lower basin States that their compact entitlement will be met.

Careful and thorough engineering studies point up the necessity of an integrated development. Flaming Gorge Dam and Navajo Dam are teammates of Glen Canyon Dam in harnessing our wasting resources. Simultaneous construction is imperative to the greatest overall economy.

I am presenting for the record, so it will be available for your inspection if you so desire, a full list of the authorizations and approvals of all phases of the Colorado River storage project, and of the full project, and the dates on which they occurred.

If you wish to consult the published hearings and other documents, you will find full confirmation of the following facts, which I here state in the briefest summary form:

Colorado River storage project and participating projects

Approval and adoption by Department of Interior:	
Report proposing basinwide plan of development	Dec. 4, 1952.
Supplemental report	Dec. 10, 1953.
Favorable comments by States:	
Arizona	Jan. 16, 1954.
California	Feb. 15, 1954.
Colorado	Jan. 15, 1954.
Nevada	Feb. 14, 1951.
New Mexico	Dec. 28, 1953.
Utah	Dec. 22, 1953.
Wyoming	Dec. 21, 1953.
Comments by Federal agencies:	
Department of Agriculture	March to July 1951.
Department of Army	
Department of Commerce	
Federal Power Commission	
Public Health Service	
Federal Security Agency	
Bureau of Budget	June 2, 1952.
Do	Mar. 18, 1954.
Department of Interior	Apr. 1, 1954.
Department of Army	June 14, 1954.
Federal Power Commission	June 18, 1954.
Department of Agriculture	June 30, 1954.
Department of Interior	Feb. 25, 1955.
Civil Defense Administration	Mar. 2, 1955.
Bureau of Budget	Mar. 17–28, 1955.
Federal Power Commission	
Department of Agriculture	
Department of Army	Apr. 6, 1955.
Action by conservation organizations: Opposition withdrawn	Jan. 23, 1956
Senate approval:	
Irrigation and Reclamation Subcommittee reported favorably	July 24, 1954
Interior and Insular Affairs Committee reported favorably	Do
Irrigation and Reclamation Subcommittee reported favorably	Mar. 29, 1955
Interior and Insular Affairs Committee reported favorably, 11 to 1	Do
Passed by Senate, 58 to 23	Apr. 20, 1955
Conference report approved by Senate	Mar. 28, 1955
Conference report providing $13 million for construction approved by Senate	June 25, 1956

Colorado River storage project and participating projects—Continued

House approval:	
Irrigation and Reclamation Subcommittee reported favorably by vote of 12 to 9	May 3, 1954
Interior and Insular Affairs Committee reported favorably, 13 to 12	May 18, 1954
Irrigation and Reclamation Subcommitte reported favorably by vote of 18 to 6	June 14, 1955
Interior and Insular Affairs Committee reported favorably by vote of 20 to 6	June 28, 1955
Rules Committee granted rule	July 21, 1955
Interior and Insular Affairs report amended bill favorably, 13 to 3	Feb. 8, 1956
Passed House, 256 to 136	Mar. 1, 1956
Conference report approved by House	Mar. 28, 1956
Conference report providing $13 million for construction approved by House	June 25, 1956
Presidential recommendations and approval:	
Project recommended in state of Union message	Jan. 6, 1955
Recommends $5 million construction in budget message	Jan. 17, 1955
Recommends $8 million construction in budget message	Jan. 5, 1956
Recommends $8 million construction in budget message	Jan. 16, 1956
President approves Public Law 485 authorizing project	Apr. 11, 1956
President approves Public Law 641 appropriating $13 million for project	July 2, 1956
President recommends $25,142,000 in budget message	Jan. 16, 1957

The Colorado River storage project and participating projects are essential to the growth and development of the four States of the upper Colorado River Basin—Wyoming, Colorado, Utah, and New Mexico.

It has been studied and analyzed and found to be economically sound. It is entirely in harmony with the "law of the river," the Colorado River compact of 1922, and the upper Colorado River compact of 1948.

The rights of the lower basin States—Arizona, Nevada, and California—are fully protected by the guaranties of the compacts and by the terms of the Federal legislation authorizing the project. Let me add that the recent action taken with regard to the outlet gates in Glen Canyon Dam, providing that they be large enough to pass the maximum flow of the river which would have occurred in any of the last 20 years, gives further absolute assurance that the rights of California and other lower basin States will not be endangered by the construction.

Mr. RABAUT. I wanted to ask you about the amount of water in the river. You feel that there will be plenty of water in the river now?

Governor CLYDE. Yes, sir. I am familiar with the characteristics of flow of the Colorado River over a period of 35 years, that having been my profession of a hydrologist and civil engineer. I am convinced the water is there. The regulation is all that is required to make it available to the upper and lower users in the proportions fixed by the compact, according to their entitlements.

Mr. RABAUT. There was some apprehension about it. I am glad you made that statement.

Governor CLYDE. Thank you, sir.

The project has been carefully engineered, and its costs conservatively estimated. The fact that the low bid on Glen Canyon Dam, which was accepted, was $27 million below the engineers' estimate proves that the engineering estimates were conservative and that this is a propitious time to build.

Let me assure you that I, and my colleagues, the Governors of the other upper basin States, and the people of our four States, are not at all unmindful of the fiscal problems you are facing at this time. We are fully aware of the need for economy, and in harmony with your efforts to attain it.

Plans and specifications for initial units of the project are complete. Contractors are moving ahead. Water is running downhill and potential power is being wasted—items important to our region. Potential revenues are awaiting completion of the project to flow into the Federal Treasury—a matter of vital import to all Americans.

When I recommend the appropriation of $33 million for construction on the Colorado River storage project and participating projects in the fiscal year 1958, it is because I believe this is the amount that can be most efficiently and advantageously spent—that it is genuine economy in the long-range view.

Spending a lesser amount this year will in no way reduce the total cost of the project we are constructing, but it will postpone the day when we shall begin to realize the return on our investment.

I thank you for the courtesy of allowing me to present this testimony to your honorable committee.

Mr. Chairman, I would like to say in addition to my statement that it is my firm belief that the investment at this time is not to be considered in the light of an expenditure, but as an investment. The costs of construction are going up. Materials are going up. Historically, they will continue to go up. The quicker we can get these units completed and in operation, the quicker the returns will begin to come into the Treasury and the stronger our economy will be.

I thank you for the courtesy extended to me for making this statement. I appreciate it very much.

Mr. RABAUT. Thank you, Governor.

STATEMENT OF GOV. MILWARD L. SIMPSON

Mr. Rechard, have you a statement to put in the record, or have yonu placed it in already?

Mr. RECHARD. No, sir. I have the Governor's statement.

Mr. RABAUT. Do you want to place that in the record at this time?

Mr. RECHARD. If I may, I would like to brief it.

Mr. RABAUT. All right. Put the statement in the record and brief it.

(Governor Simpson's prepared statement follows:)

WYOMING EXECUTIVE DEPARTMENT,
Cheyenne, May 16, 1957.

HOUSE SUBCOMMITTEE ON PUBLIC WORKS APPROPRIATIONS.

GENTLEMEN: I am most happy to join with my fellow governors from the upper Colorado River Basin States to urge your favorable consideration of appropriations for the construction of the Colorado River storage project and participating projects. The equities for the immediate development of this great undertaking cannot be questioned. The Congress, just last year, recognized the

need for the project and let me assure you that the upper basin States are united in their desire for this most worthy undertaking. I believe the presence of the governors from this area is evidence of that.

We are not here to present arguments as to why the project is good. That question was settled last year when the Congress by an overwhelming majority authorized the construction of the project. We are here to bring you the facts from the area involved as to why the project should be built now, and why adequate appropriations for this project are a good investment rather than an expenditure.

The area of Colorado, New Mexico, Utah, and Wyoming in the upper basin is rightfully termed "the treasure chest of the Nation". We have oil shale, coal, trona, uranium, phosphates, iron ore, oil, and gas, and our most important resource, water. That is, we have these resources in their natural state—as yet practically undeveloped. Before we can proceed with our other resources, we must first develop our water, and this project is a start toward doing just that. Along with our water resource development, we must have adequate power.

The portion of Wyoming to be benefited most by this project is at the present time in an economic slump. The main employment in the past has been in the coal mines, and coal has suffered a serious decrease in production with concomitant loss of employment. This is only a local problem, but it is a serious one. The work to be available on construction of Flaming Gorge and Seedskadee would provide an economic pickup much needed in the area.

As can be seen from the chart that is displayed here, the historical flow of the Colorado River varies widely—all the way from a flow in 1934 of 4,396,000 acre-feet to a flow of 22 million in 1907. The 1922 Colorado River compact apportioned the average annual flow 7½ million acre-feet to the lower basin and 7½ million acre-feet to the upper basin. For the upper basin to be able to use her share of the water, long-term holdover storage must be provided. A study by engineers of unquestioned competency indicates that something over 30 million acre-feet of active carryover storage capacity will be required in order to permit the upper basin to meet its Lee Ferry delivery obligation and consumptively use the 7½ million acre-feet per year apportioned it by the 1922 Colorado River compact.

The appropriations we are requesting would make it possible to carry on with the big job of providing the necessary carryover storage. This carryover storage should be provided with the minimum interference with established water needs. To accomplish this, a large part of this carryover storage capacity must be provided before too much additional consumptive use development is made. Providing carryover storage capacity as early as possible is essential to permit filling of the inactive storage capacity without interfering with existing consumptive use rights. The present developments in the Colorado River Basin indicate now is the time to provide a large part of the required carryover storage capacity.

The storage units authorized include the Glen Canyon (for which very gratifying bids were just recently received), Flaming Gorge, Navajo, and Curecanti (with reservations.) While Glen Canyon is by far the largest, it is also necessary that the upper basin begin construction on the other authorized units immediately. Money must be made available to maintain an orderly and economic construction schedule and provide for filling the reservoirs as soon as possible.

The Flaming Gorge unit will help to provide the long-term regulatory storage needed. This unit is just south of the Wyoming boundary in Utah. The reservoir will have a capacity of 4 million acre-feet and the powerplant will have an installed capacity of about 85,000 kilowatts. Construction of the Flaming Gorge unit is an essential step in making Green River water available for use in the upper basin. The power that will flow into the States of the upper basin will materially assist in developing the vast mineral resources of the area. The recreational benefits to be gained as a result of this unit are practically unlimited.

This in itself will provide a tremendous lift to the economy of the area.

Construction work has begun as Flaming Gorge. Last year's budget included about $1,300,000 for initiation of the work. It is essential therefore that the construction proceed at an optimum rate with no depressing starts and stops. Slowdowns in appropriations after the work has started are not economy but gross extravagance. Also, as can be seen from the chart of streamflows, the dam should be in operation so that we could take advantage of any high years of runoff such as 1952. What a boon could we capture the 1957 runoff.

There is no question about crop surpluses with this project. According to testimony by Dr. B. T. Shaw of the Department of Agriculture in January 1956, this Nation will reach a balance between agricultural production and the consumption of agricultural crops by 1960 or 1963. Dr. Shaw is probably in a better position to know the trends and facts in this matter than anyone else in the United States. This balance will be reached well ahead of the time when water will be delivered to any of the participating projects in this great development which is before you today. Not only do the facts support this statement, but there is a provision in section 4 of Public Law 485 which prohibits the production of any crops in surplus on lands in any participating projects for a period of 10 years from the date of enactment, which was early in 1956.

Earlier the equities of this development were mentioned and in so doing the development in the lower basin was cited. May I call to your attention another type of equity. Our State of Wyoming and the other upper basin States are public land States—52 percent of the surface of Wyoming is federally owned, 38 percent of Colorado, 45 percent of New Mexico, and 72 percent of Utah, and an even greater percentage of Federal ownership for minerals underneath the surface. By law the 52½ percent of the royalties from the development of the oil and mineral leases owned by the Federal Government are deposited in what is known as the reclamation fund to be used for development such as the upper Colorado River storage project.

In 1956 alone the 4 upper basin States contributed to the reclamation fund about $25 million and this sum is increasing every year. The upper basin States have more than earned their right to a loan for construction of the Colorado River storage project. The portion of the cost of this project allocated to irrigation can be obtained from the reclamation fund, to which we are the heaviest contributors, and is no burden on any taxpayer. In this year's budget the upper basin States will contribute to the reclamation fund more than four times the amount of appropriations to the Colorado River storage project allocated to irrigation. I ask you, where is the equity?

The 4 participating projects, 1 in each State, which the Upper Colorado River Commission recommends for early construction, should also receive consideration by this committee. Department of Agriculture and Department of Interior reports on the reappraisal of agricultural benefits are now available on the Panoia and Vernal units. Similar reports are forthcoming shortly on the Hammond and Seedskadee projects. May I also urge that these participating projects receive initial appropriations from this Congress. We four governors of the upper Colorado Basin States are in complete accord on this.

We urgently need adequate appropriations so that we may step across the threshhold to make wise use of our vast storehouse of natural resources; and make the gigantic contribution to the Nation that our great potential will afford.

Respectfully,

MILWARD L. SIMPSON, *Governor.*

Mr. RECHARD. My name is Paul A. Rechard. Governor Simpson, up until the last minute, was planning on being here. He was going to present this statement. When he found it impossible to come, he asked me to present this to the committee.

Governor Simpson is Governor of Wyoming. The statement I have here is signed by Governor Simpson. He points out in his statement that we are not here to present arguments as to why the project is good. We are only here to bring you the facts as to why adequate appropriations for this project are a good investment, rather than expenditure.

We have vast natural resources in our area that must be developed and the only way we can develop them is by developing our water resources. Unfortunately, the area in Wyoming to be benfited most by this project is in sort of a slump right now, due to the fact that the coal mines are suffering a serious decrease in production.

This project would help to alleviate that slump. We also urge the construction of Glen Canyon, Navajo, and Flaming Gorge Dams, and

the earmarking of funds appropriated for these projects. The Flaming Gorge project will assist in alleviating our work shortage in that area.

There is no question about crop surpluses concerning this project, as has been stated before the House Agricultural Appropriations Subcommittee previously by Dr. B. T. Shaw.

Another factor that I would like to bring out is the variation in the streamflow, as can be seen by the chart displayed here. It would be a wonderful thing if these storage projects were in operation at the present time so that we could begin to capture the flow of the Green, Colorado, Gunnison, and San Juan Rivers. As can be seen by this chart, the flow varies considerably. Although we were in a downward trend, we had a good water year in 1952. It would have been a boon if we could have captured that water.

Our four upper basin States are more than half owned by the Federal Government, and our contributions to the reclamation fund are tremendous. In 1956 alone we have contributed about $25 million. This is more than four times the amount of the appropriation we are requesting, which would be allocated to irrigation.

The four participating projects, one in each State, which the Upper Colorado River Commission recommends for early construction, should also receive early consideration by this committee.

The Department of Agriculture and the Department of the Interior reports on the reappraisal of agricultural benefits are now available on the Paonia and Vernal units. Shortly, reports are forthcoming on the Hammond and Seedskadee projects.

We urgently need adequate appropriations so that we may step across the threshold to make wise use of our vast storehouse of natural resources, and make the gigantic contribution to the Nation that our great potential will afford.

STATEMENT OF GOV. EDWIN L. MECHEM

Mr. RABAUT. Thank you very much. We have John H. Bliss, representing Governor Mechem, of New Mexico.

Mr. BLISS. I have a prepared statement of the Governor which I would like to present for the record.

Mr. RABAUT. That will be inserted at this point.

(Governor Mechem's prepared statement follows:)

STATEMENT OF EDWIN L. MECHEM, GOVERNOR OF THE STATE OF NEW MEXICO

Following the ratification of the Colorado River compact of 1922, the Hoover Dam, Parker Dam, Davis Dam, and the All-American diversion dam and canal, all of which benefit the States of the lower Colorado River Basin only, were constructed with the agreement and active cooperation of the upper basin States. Thus, for many years, the beneficiaries of these works have enjoyed the fruits of all the major construction needed to utilize the Colorado River waters allocated to the lower basin. As a secondary result, it has been possible to use the entire flow of the river at Hoover Dam for the production of hydroelectric power, pending contemplated depletions in the upper basin. Thus the power interests have been able for many years to utilize for power production not only lower basin water but also water allocated by the seven-State compact for consumptive uses in the upper basin. Substantial amounts of this power have been sold to the power companies at secondary or dump rates which, although as dependable as firm power, have been sold at about one-fourth the cost of firm power. This

has resulted in beneficial use of the water, but it should be noted that the Boulder Canyon Adjustment Act, under which the power contracts are being operated, contemplates that the upper basin States will have made full use of their compact allocations by the year 1987.

Reclamation has lagged in the upper basin relative to the lower basin, even though the 4 upper basin States contributed $225 million to the reclamation fund through June 30, 1956, or more than half of the total contributed by all States. The State of New Mexico alone has contributed more than $43 million to the fund.

In contrast with extensive development of Colorado River water in the lower basin, chiefly in California, New Mexico is able at the present time to utilize only about 10 percent of the water allocated to our State by the compact. The other States of the upper basin find themselves in much the same situation.

We cannot afford to lose more time in putting the waters of the Colorado River to the uses contemplated by the compact of 1922 for development of the resources and economy of the upper basin.

The Congress has recognized the need for early development of the water resources of the upper basin and last year it enacted legislation authorizing the Colorado River storage project and participating projects. Navajo Reservoir in New Mexico, named for the people upon whom its construction will confer many direct benefits, is 1 of 4 major storage reservoirs authorized by the legislation.

The Navajo Nation comprises about 85,000 individuals. It is the largest Indian Tribe in the United States and it is growing rapidly. These people are independent, intelligent, and industrious. Lack of opportunity alone has kept them from becoming self-sufficient. "My people have new hope for the future," Paul Jones, chairman of the Navajo Tribal Council, said recently in commenting on the Colorado River storage project. "That hope depends largely on two things: education and water. Without both, we have little chance to enjoy the life we believe we have the right to expect. * * * We want only the chance to earn our own way and support ourselves."

The health, education, and welfare problems which face the Navajos have been adequately described in testimony before the Congress in connection with the authorization of the storage project, and the Congress by the provisions of Public Law 485, has demonstrated that the United States is prepared to join the tribe and the upper basin States in taking effective measures to resolve these problems. The Navajo irrigation project when authorized and constructed will provide farm employment and a decent standard of living for about 17,000 Navajo Indians and should do much indirectly to alleviate the economic distress of all the Navajos. Over a third of the consumptive use of Colorado River water in New Mexico will be devoted to the requirements of the Navajo Indians.

The authorized Navajo Reservoir, which will regulate the flows of the San Juan River to aid the upper basin States in making deliveries of water at Lee Ferry, will also store water for the Navajo irrigation project and other potential projects and will raise the river to sufficient elevation to permit diversions into the main canal of the Indian project. The Navajo Reservoir will also help provide the regulation of the river which will be required by the operation of the proposed San Juan-Chama transmountain diversion project. Construction on the Navajo Dam is already underway. There are three major reasons why it is important that the current session of the Congress appropriate adequate funds to continue this work:

(1) In the interest of economy, construction must proceed continuously in accordance with an orderly schedule;

(2) In order that the Navajo irrigation project can be put into operation at the earliest possible date, the dam must be completed from 1 to 2 years in advance of the time when project water is first needed so that the reservoir may fill to the level which will permit diversions into the main canal; and

(3) At an early date, possibly as one of the first new developments on the river, substantial quantities of dependable water will be required for municipal and industrial expansion related to the gas, oil, coal, and uranium resources of the San Juan Basin—development of which is essential to the Nation's defense.

Notices of intention to appropriate 199,000 acre-feet of water for municipal and industrial uses are already on file in the office of the New Mexico State engineer and preliminary planning of the projects is well advanced.

Included in the plans for using water from Navajo Reservoir is the production of large blocks of steam-electric energy from coal deposits on the Indian reservation. Contracts with the tribal council for this project are being negotiated at the present time. Construction and operation of the powerplant will provide employment for a substantial number of Navajo Indians and others. In addition, new industries, to utilize the power, will not only provide new employment but will be of tremendous benefit to the entire basin. The inevitable increase in population will require that the towns of the area, also look to the Navajo Reservoir for additional water supplies.

Your committee is aware, of course, that neither the Navajo irrigation project nor the San Juan-Chama transmountain diversion project has yet been authorized by the Congress. However, both projects are mentioned in the authorization bill for priority study, and we hope that both may be ready for submission to the Congress for authorization during this session.

The only participating project authorized in New Mexico to date is the Hammond project to irrigate about 3,700 acres of land on the south side of San Juan River. There has been some delay in this development because the economic and agricultural reviews of the project proposal have not yet been completed and moneys for construction have, therefore, not been requested by the Bureau of the Budget this year. This project also will rely upon storage in Navajo Reservoir for a dependable water supply.

New Mexico and the other States of the upper basin are appearing before your committee today seeking sufficient appropriations to continue the orderly construction of the Colorado River storage project. We feel sincerely that project construction should be continued by an adequate financing program in the interest not only of the upper basin but of the entire country.

Mr. BLISS. I would like to make a couple of points, briefly, if I may. I am here in behalf of the $25 million budget request for the upper Colorado River storage project and participating projects.

I might point out that the $25 million budget item was made up before the contracts were let on Glen Canyon Reservoir. At the time it was made up it was felt $25 million was all that could be economically spent.

As Governor Clyde pointed out, the bid is $27 million less than the estimated amount by the Bureau of Reclamation, and we now find that the contractor can economically use about $8 million more than was originally thought could be used. We hope that the committee can see its way clear to raise the budget to $33 million.

One other item: I am here, of course, particularly for the storage unit in New Mexico, which is the Navajo Reservoir. We hope that the committee will see fit to earmark, $1.8 million for that feature.

NAVAJO IRRIGATION PROJECT

Paul Jones appeared before you as chairman of the Navajo Tribal Council on behalf of his people. Through some misunderstanding, there was no study money allocated to the Navajo irrigation project. That project is separate and apart from the Navajo storage unit.

We worked with the Department of the Interior with the idea of transferring certain funds, or study moneys, from other projects to give us $275,000 or $300,000 to help complete this Navajo irrigation project study. We found out that, for certain reasons, it was not done. We hope that this committee will find its way clear to make such a transfer or to make an addition to the budget item for this purpose.

Mr. ANDERSEN. I have a question, Mr. Chairman.

Mr. RABAUT. Yes?

Mr. ANDERSEN. I think the whole tenor of the discussion of these gentlemen before us today is the possibility of increasing the rate of expenditure on the upper Colorado so that it will not require the many years to complete the project as envisioned by the budget before us.

Just to refresh my memory, I think this is about a $900 million project altogether, is it not?

Mr. BLISS. A little less than that. About $760 million.

Mr. ANDERSEN. I do not want to doubt your figures.

Mr. RABAUT. $938,727,000 is the Bureau's estimate.

Mr. ANDERSEN. The estimated cost of the project according to our records is about $938 million. Of course, if we anticipate the expenditure of only $25 million a year, it seems to me that this matter will drag along rather interminably, Mr. Chairman.

I am glad that I have had the opportunity to sit in here and hear these gentlemen discuss it, because that is the point that has more or less been impregnated into my mind this afternoon. I do think there is a need for hurrying it up, as long as the Congress has okayed it.

Mr. BLISS. I would agree with you completely, sir.

Mr. RABAUT. Off the record.

(Discussion off the record.)

Mr. RABAUT. Thank you very much.

I guess we have covered everything.

I want to thank you for coming up here and making known your views.

I want to tell you something else off the record.

(Discussion off the record.)

LETTER FROM SENATOR ALEXANDER WILEY REGARDING PRAIRIE DE CHIEN HARBOR

Mr. RABAUT. The committee is in receipt of a letter from Senator Wiley, which will be made a part of the record at this point.

UNITED STATES SENATE,
COMMITTEE ON THE JUDICIARY,
March 19, 1957.

Hon. CLARENCE CANNON,
Chairman, House Appropriations Committee,
House Office Building, Washington, D. C.

DEAR SIR: I am writing to request your most serious consideration of a Wisconsin project, included in the 1958 rivers and harbors appropriation bill.

The project is a $225,000 program for the development of a river harbor for the town of Prairie du Chien, located in southwestern Wisconsin. I sincerely believe that the case for this harbor-improvement project speaks for itself.

The development of Prairie du Chien Harbor has long been a subject for study by the Army Corps of Engineers. In the 81st Congress, the Chief of Engineers recommended detailed harbor needs in this area, on the basis of a comprehensive survey.

At that time, it was concluded that the volume of prospective waterborne commerce at Prairie du Chien is large enough to warrant expansion of a commercial harbor and municipal barge terminal; that there is a definite need for adequate harbor facilities for resident and transient small craft; and that participation by the Government in this project is justified to the extent of accomplishing all necessary dredging, constructing hydraulic fills for the municipal dock and storage area, etc.

Also, Prairie du Chien, the second oldest city in Wisconsin, has long been lagging behind her sister communities in commercial development. This deficiency has been a factor in sending workers elsewhere, where employment opportunities are more attractive.

Prairie du Chien does have great potential as a commercial center. It now maintains several important agricultural processing plants and could be a major trading center. The town is located favorably between La Crosse and Dubuque on the Burlington railroad between Chicago and the Twin Cities, with the Milwaukee road running east and west. Trucking routes north and south are excellent. If it had the facility of a river harbor, Prairie du Chien would fully serve the territory. Increased supplies and materials could be brought in to local industries, and the harbor would provide economic transportation in attracting other industries to Wisconsin.

The proposed harbor would thus mean a great deal to the city and to surrounding communities. The local citizens are working hard to increase the industrial capacity of their area, and have given the Board of Engineers close cooperation in survey work and planning.

In lieu of the above facts, I respectfully request definite inclusion of the full $225,000 request for construction funds for Prairie du Chien Harbor. I would appreciate your personal study of this matter as the bill comes up for committee review.

With kindest regards, I remain

Sincerely yours,

ALEXANDER WILEY.

Mr. RABAUT. I want to thank the stenographers for their patience and the clerks for their help. This closes the hearings. There have been many long weeks that we have sat here.

LIST OF WITNESSES

	Page
Adair, J. A	438
Adams, Max	592
Alexander, J. C	64
Anderson, Hon. C. P	628
Anderson, R. A	64
Anderson, R. C	20
Andrews, Hon. G. W	443
Andrews, Hon. Kenneth	64
Andrews, K. E	109
Andrews, Walter	432
Ashcroft, E. L	4
Aspinall, Hon. W. N	228
Atkins, R. C	20
Avery, Hon. W. H	63
Baker, C. F	308
Ball, Hubert	488
Balocca, J. V	64
Bartlett, Hon. E. L	505
Bassano, W. W	4
Beal, Glenn	64
Becker, Bishop W. C	64
Beezley, H. L	64
Bennett, Hon. C. E	162, 275
Billington, Ken	522
Bindner, C. J	648
Bingham, J. R	672
Blatnik, Hon. J. A	662
Bliss, J. H	666
Bloch, Ivan	356
Boardman, W. K	505
Bogard, J. T	20
Bolling, Hon. Richard	63, 143
Bonham, Hon. Ed	4
Boring, W. M	143
Bowers, Hon. W. S	64
Boykin, Hon. F. W	443
Bramlage, Fred	63
Braswell, Hon. Henry	4
Breeding, Hon. J. F	63
Breidenthal, W. J	64
Bridges, O. L	4
Bright, W. D	64
Brooks, Hon. Jack	1
Brooks, Hon. Overton	20
Broomfield, Hon. W. S	535
Brown, A. A	667
Brown, Hon. C. H	63
Bryant, W. C	174
Burns, Hon. J. A	508
Caldwell, George	308
Calvert, W. G	63
Campbell, L. G	20
Caples, Capt. Ralph	356
Capper, Don	64
Carlson, Hon. Frank	622
Chesbro, Vern	64
Christopher, Hon. G. H	63

	Page
Clyde, Hon. G. D	666
Coles, L. E	356
Colvin, W. A	63
Connel, Albert	540
Cooper, Hon. Jere	250
Cottier, Bruce	143
Cox, J. A	162
Collens, L. W	174
Cramer, Hon. W. C	162
Crawford, I. C	667
Cresap, D. V	20
Criddle, W. D	671
Crowell, R. N	291
Curtis, Hon. C. T	621
Daniels, C. T	143
Davis, Hon. Clifford	271
Dawson, Hon. W. A	484
Day, H. G	64
Delzell, T. W	211
Dempsey, Hon. J. J	488
Dillon, T. V	291
Dixon, Hon. H. A	584
Engle, Hon. Clair	256
Engleman, Charles	540
Erdahl, C. A	211
Erickson, Hugo	286
Exline, Hon. R. F	63
Fairbanks, C. A	4
Fallon, Jon. G. H	590
Fanestil, Ed	64
Farley, J. W	634
Fascell, Hon. D. B	162
Fernstrom, J. F	63
Fisher, C. S., Jr	63
Fowler, W. L	578
Fox, George	64
Fridley, Kenneth	356
Friesen, M. J	152
Garrett, D. M	20
Gee, H. C	162
Geisreiter, B. E	291
George, Frank	152
Gilbert, R. J	64
Gill, Hon. J. R	4
Goodall, H. W	289
Goslin, I. V	666
Gound, Scotty	64
Gill, Ray	64
Grant, Hon. G. M	443
Green, Hon. Edith	356
Griffin, Hon. R. P	592
Griffiths, Vernon	152
Gullatt, Doswell	648
Hagen, Hon. Harlan	262
Hall, Darrell	337
Harter, O. C	291
Harsch, David	271
Harvey, J. T	291
Haucke, Franke	64
Heck, Emil	64
Henry, Hon. Al	336
Henry, Robert	443
Hicks, Howard	4
Hiestand, Hon. E. W	290
Hilton, Harry	540
Hinkle, B. H	432

	Page
Hogan, J. P	572
Hopson, E. E., Jr	174
Holmes, Hon. Hal	475
Hruska, Hon. R. L	621
Huddleston, Hon. George, Jr	443
Hull, W. J	508
Hull, Hon. W. R., Jr	63, 432
Hunter, Col. Thomas	578
Husky, Ira	540
Huxtable, W. G	174
Jackson, Steve	64
Jackson, W. M	174
Jaeger, Frank	211
Jameson, Henry	63
Jandacek, E. J	20
Jenkins, N. W	20
Jensen, Hon. B. F	628
Johnson, W. H	291
Jones, Paul	645
Jones, Hon. P. C	174
Judd, Hon. W. H	286
Kelsey, S. W	63
Kerr, Hon. R. S	565
Kiefer, A. L	291
King, Hon. C. R	274
Knight, M. K	4
Lambdin, W. H	20
Lane, Brig. Gen. T. A	578
Lanham, Hon. Henderson	443
Leatherman, S. R	174
Leonard, L. L	143
Lewis, Kelly	63
Liebert, Frank	64
Lister, G. E	64
Lloyd, Earl	670
Lock, Herb	64
Lodi, G. E	291
Lohr, F. E	535
Long, C. W	64
Lowe, R. M	20
Mack, Hon. R. V	480
Magnuson, Hon. Don	308, 522
Mailliard, Hon. W. S	337
Matteson, Worth, Jr	20
Matthews, Hon. D. R. (Billy)	162
Matthias, L. R	20
Maxwell, Ray	174
McBride, Don	540
McBride, Gifford	37
McCarty, R. L	252
McClung, D. R	211
McCoy, K. D	20
McDonough, Hon. G. L	279
McDowell, Hon. J. H	64
McFall, Hon. J. J	265
McFarland, J. W	252
McGillicuddy, Dan	211
McIntosh, Hon. R. J	535
McKie, W. T	174
McKinney, J. B	291
McKinney, R. L	37
McLaughlin, R. E	578
McNichols, Hon. S. L. R	666
Mechem, Hon. E. L	686
Messler, M. B	4
Miller, Quentin	4

	Page
Mills, Hon. W. D	462
Mitchum, Hon. P. F	64
Monroe, R. A	63
Monroney, Hon. A. S. Mike	540
Montoya, Hon. J. M	488, 602
Morris, Hon. Toby	540
Morrison, Hon. J. H	174
Morse, Hon. Wayne	356
Morton, J. W	20
Moss, Hon. J. E	291
Moulder, Hon. M. M	63
Munroe, R. A	63
Murphy, J. P	488
Murray, Michael	623
Murrell, Hon. T. M	63
Neely, E. S	20
Nelson, W. S	356
Neuberger, Hon. R. L	356
Norblad, Hon. Walter	588
Norwood, Gus	522
Oliver, R. B	174
Paquette, P. E	286
Paramore, Lew	64
Parmalee, J. L	143
Passman, Hon. O. E	174
Patman, Hon. Wright	4
Pegues, W. C., Jr	20
Pelly, Hon. T. M	470
Phillips, Lamar	64
Pickering, Grover	4
Pidgeon, Frank	174, 271
Ponder, Jack	4
Porter, Hon. C. O	356
Prewitt, T. A	174
Prince, G. S	648
Radin, Alex	522
Rains, Hon. Albert	443
Rayburn, Hon. Sam	37
Rechard, P. A	666
Rees, Hon. E. H	63, 152
Reynolds, B. V	41
Reynolds, S. E	669
Rhodes, Hon. J. J	486
Richardson, C. L	432
Rider, S. W., Jr	648
Roberson, Morris	20
Roberts, J. E	174
Roberts, Hon. K. A	443
Rockensuess, A. F	535
Rogers, Hon. P. G	162, 170
Roosevelt, Hon. James	279
St. George, Hon. Katherine	576
Salley, Dr. Gus	64
Salome, Bill	63
Samuelson, C. W	63
Say, H. B	356
Schnellbacher, Hon. G. G	63
Schultz, E. R	174
Scrivner, Hon. E. P	63, 248
Scudder, Hon. H. B	283
Sebelius, K. G	604
Selden, Hon. A. I., Jr	443
Sherwood, L. C	356
Shore, Melvin	291
Sibley, W. L	20
Siddoway, L. Y	673

	Page
Simpson, Hon. M. L	683
Smart, Raymond	540
Smith, Jack	64
Smith, Hon. L. H	267
Smith, P. P	667
Smith, Hon. Wint	63, 142, 604, 622
Sonnenmoser, Joseph	634
Sparger, Rex	540
Sparkman, Hon. J. J	443
Spencer, S. F	64
Stanley, A. J., Jr	64
Stephenson, W	604
Stivers, R. K	337
Stone, W. G	291
Suggs, J. T	41
Tarter, Brent	4
Taylor, B. K	211
Taylor, Hon. Joe, Jr	4
Thomas, A. L	623
Thomas, G. E	470
Thompson, C. N	41, 648
Thompson, Hon. T. A	2
Thompson, Hon. Keith	481
Thomson, Rex	279
Tilson, J. M	4
Tindall, C. S	174
Tollefson, Hon. T. C	470
Trimble, Hon. J. W	462
Ullman, Hon. Al	356
Wachter, W. M	508
Ward, M. E	174
Warren, Hon. Joe	64
Watson, A. C	20
Watson, W. M	4
Watts, C. T	20, 174
Weatherwax, Hon. J. T	64
Weaver, Hon. Phil	604
West, H. G., Jr	308
West, H. G., Sr	308
Westland, Hon. Jack	430
White, R. D	64
Wier, Hon. R. W	286
Wiley, Hon. Alexander	689
Williams, C. M	63
Williams, J. H	20
Willis, C. G., Jr	275
Willis, Hon. E. E	3, 174
Willman, Wallace	234
Wilson, E. D	174
Wilson, Hon. Emmett	64
Wilson, Keith	234
Winter, E. T	663
Woodall, Parker	540
Wright, John	64
Yeomans, R. D	211
Yingling, D. E	63

LIST OF PROJECTS

A

Page

Alabama-Coosa Rivers, Ala.-Ga. 443
Alaska projects 505
Almena irrigation, Kansas-Nebraska 604
Amazon Creek, Oreg. 356
American River levees 291
Arbuckles, Okla. 540
Arkansas River and tributaries 63, 651, 657
Atchafalaya Basin, La. 203

B

Bakers Bay, Wash. 481
Barkman Creek-McKinney Bayou, Tex.-Ark. 8
Bar Point Harbor, Alaska 505
Baton Rouge barge channel, Louisiana 174
Beaver Dam, Ark. 462
Big Pine Creek, Tex. 4
Black Butte Dam and Reservoir, Calif. 291
Blue River Reservoir, Oreg. 356
Boeuf-Macon, Ark. 174
Bonneville Power Administration 212, 522
Boswell Reservoir, Okla. 20
Bruces Eddy, Wash. 308

C

Cape Girardeau flood protection, Missouri 174
Central and southern Florida flood control 162
Chesapeake and Delaware Canal 590
Chetco River small-boat channel and jetty, Oregon 356
Chief Joseph Dam, Wash. 211, 308
Clear Creek tunnel, California 256
Clinton River, Mich. 535
Collbran, Colo. 228
Collier Creek, Tex. 4
Colorado-Big Thompson, Colo. 228
Columbia River, dredging of 588
Contra Costa Canal, Calif. 252
Cooper Dam and Reservoir, Tex. 4, 20
Coos and Millicoma Rivers, Oreg. 356
Coquille River, Oreg. 356
Cougar Dam, Wash. 211, 308, 356, 522
Coyote Valley Dam and Reservoir, Calif. 283
Cypress Creek Dam and Reservoir, Tex. 4

D

Davenport Center Dam, N. Y. 576
Delaware River 577
Denison Dam and Lake Texoma, Tex.-Okla. 8, 37
Devel's Swamp, La. 191

E

Eagle George, Wash. 308, 470
East Coast Intercoastal Waterway 162

F

Fall Creek Reservoir, Oreg. 356
Ferrels Bridge Dam and Reservoir, Tex. 4, 20
Flaming Gorge, N. Mex. 486, 663
Fort Cobb Reservoir, Okla. 540
Fort Randall-Grand Island transmission line, Nebraska. 522
Foss Reservoir, Okla. 540
Frenchman-Cambridge, Nebr. 604

G

Garibaldi boat basin, Washington. 589
Grand Canyon Dam. 486
Grand Marais Harbor, Lake Superior, Minn. 662
Great Lakes, harbors on. 234
Green Peter Reservoir, Oreg. 211, 356, 522
Greers Ferry, Ark. 462

H

Hawaii projects. 508
Hills Creek, Wash. 211, 308, 356, 522
Holley Reservoir, Oreg. 356
Honolulu Harbor, T. H. 508
Hugo Dam and Reservoir, Okla. 4, 20

I

Ice Harbor, Wash. 211, 308, 477, 479, 522
Intercoastal Waterway. 275

J

John Day Dam, Oreg. 211, 308, 356, 478, 522

K

Kahului Harbor, T. H. 508
Kawaihae, T. H. 508
Kaysinger Dam, Kans. 124
Kenosha Harbor, Wis. 267
Key Reservoir, Kans. 63

L

Lawton-Duncan, Okla. 540
Libby Dam, Wash. 308
Little Goose Dam, Wash. 308
Little Sioux, Iowa. 623
Los Angeles County flood-control project. 290
Lower Granite Dam, Wash. 308
Lower Monumental lock and dam, Washington. 211, 309, 522
Lower Mississippi River. 174, 250

M

Mahwah and Ramapo Rivers, N. Y. 576
Malheur River, Oreg. 356
Maniece Bayou, Ark. 4, 20
Manistee Harbor, Mich. 592
Marina Del Ray small-boat harbor, California. 279
McGee Bend Dam, Tex. 1
Melvern Dam and Reservoir, Kans. 152
Memphis Harbor, Tenn. 271
Middle Rio Grande, N. Mex. 488
Milford Dam, Kans. 63
Millers Ferry Dam, Ala. 443
Millwood Reservoir.
Mississippi River-Gulf Outlet, dam 27. 663
Mississippi River levees and bank stabilization. 174, 250
Missouri River agricultural levees. 432, 438, 634
Missouri River Basin. 63
Missouri River from Kansas City to mouth. 143
Missouri River from Kansas City to Sioux City, Iowa. 627
Mooringsport Dam. 20
Mud Creek, Kans. 63

N

Navajo Dam, N. Mex 486, 628, 645, 663
Nawiliwili Harbor, T. H 508
New Hogan Dam, Calif 265
Norton Dam, Nebr 604, 622

O

Oregon, projects in 356
Ouachita-Black River Waterway 657
Overton-Red River Waterway 7, 20, 41

P

Paonia, Colo 663
Pat Mayse Dam and Reservoir, Tex 4
Perry Reservoir, Kans 63
Point Chehalis outer sea breakwater, Washington 481
Pomme de Terre Dam, Mo 63
Pomona Reservoir, Kans 63, 152
Port Angeles, Wash 430, 572
Potomac River Basin 524, 578
Potomac River, north side of Washington channel, construction of pier 578
Prineville Dam, Oreg 356

R

Racine Harbor, Wis 267
Redondo Beach, Calif 274
Red River Basin, La 7, 20, 41
Red Willow Dam, Nebr 604, 622
Rogue River Harbor, Oreg 356

S

Sacramento deepwater channel, California 291
St. Anthony Falls, Minn 286, 648
St. Francis Basin, Mo 199
San Francisco Bay area 337
Shilshole breakwater, Washington 470
Strawn Reservoir, Kans 152
Success Dam, Calif 262

T

Table Rock Dam, Mo 63
Tennessee Chute Harbor, Tenn 174
Tensas River, Ark 174
Terminus Dam, Calif 262, 337
The Dalles Dam, Wash 211, 308, 356, 478, 522
Tillamook Bay and Bar, Oreg 356
Topeka flood protection, Kansas 63
Trinity Dam, Calif 256
Tuttle Creek Dam, Kans 63

U

Umatilla, Oreg 356
Umpqua River, Oreg 356
Upper Colorado River project 228, 481, 484, 486, 584, 602, 628, 666
Upper Republican River, Nebr 604

V

Vancouver, Wash., to The Dalles Dam, channel deepening from 356
Vicksburg-Yazoo, Miss 204

W

Wallkill River, N. Y 576
Walnut Bayou, Ark 4, 20
Washita River, Okla 540
Westhaven breakwater, Washington 480

Page

White Oak Creek Dam and Reservoir, Tex 4
Whitlow Ranch Dam, Ariz 486
Wichita flood control, Kansas 142
Willamette River Basin bank protection, Oregon 356, 589
Willapa River and Harbor and Naselle River, Wash 481
Wilson Dam, Kans 63, 622

Y

Yakima project, Kennewick division, Washington 476
Yakima project, Roza division, Washington 476

○